

JAPAN.

Shimonoseki Kaikyo approaches—Amendments to charts with regard to shoals.

No. 304 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1448 of 1920), are republished :—

1. Existence of shoals :

(a) *Position*.—Lat. $33^{\circ} 59' 59''$ N., long. $130^{\circ} 42' 02''$ E.

Depth.—Less than 6 feet.

Note.—Koshiki reef is to be extended to the north-westward on the charts to include this shoal.

(b) *Position*.—Lat. $34^{\circ} 00' 10''$ N., long. $130^{\circ} 43' 18''$ E.

Depth.— $2\frac{1}{2}$ fathoms.

Note.—The shoal extending southward from North Siro sima is to be extended on the charts to include this shoal and the $3\frac{1}{4}$ -fathom depth close northward of the above position is to be expunged.

(c) *Position*.—At a distance of about 9 cables westward from Shirasu lighthouse.

Lat. $33^{\circ} 58' 54''$ N., long. $130^{\circ} 46' 07''$ E.

Depth.— $2\frac{3}{4}$ fathoms.

2. Decreased depth on shoals :

(a) *Position*.—Lat. $33^{\circ} 58' 14''$ N., long. $130^{\circ} 43' 48''$ E.

Depth.— $3\frac{1}{2}$ fathoms (rock) instead of $4\frac{3}{4}$ fathoms shown on the charts.

(b) *Position*.—Lat. $33^{\circ} 56' 42''$ N., long., $130^{\circ} 46' 25''$ E.

Depth.— $4\frac{3}{4}$ fathoms instead of $5\frac{1}{2}$ fathoms shown on the charts.

Charts affected.—No. 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

„ 358, Western coasts of Kiusiu and Honshu (1 (a)), (2 (a)).

Publication.—Japan Pilot, 1914, pages 552, 553, 554.

Authority.—Japanese Government Chart. (H. 951-20).

CHINA SEA—FORMOSA ISLAND.

Pinamu—Light re-exhibited ; Alteration in characteristics.

No. 305 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1449 of 1920), are republished :—

Former Notice.—No. 2012 of 1919 (*This office No. 6 of 1920.*)

Position.—In the position of the old lighthouse which was destroyed in the year 1919.

Lat. $22^{\circ} 44\frac{1}{2}'$ N., long. $121^{\circ} 09'$ E.

New abridged description.—Lt. Fl., *ev.* 3 sec., 56 ft., *vis.* 13 m.

Alteration.—The elevation, visibility and structure of the new light differ from those of the former light, and are now as follows :—

Elevation.—56 feet.

Visibility.—13 miles, from 222° , through west, to 46° .

Structure.—White octagonal concrete tower, 27 feet in height.

Remarks.—The character of the light is unaltered.

Note.—The note "Destroyed 1919" is to be expunged from the charts.

Charts affected.—No. 1968, Formosa island and strait.

„ 2661b, China sea, northern portion—eastern sheet.

„ 1262, Hongkong to Gulf of Liau-tung.

Publications.—List of Lights, Part VI, 1920, No. 1848.

China Sea Pilot, Vol. V, 1912, page 201.

Authority.—Tokyo Notice No. 165 of 1920. (*H. 6081-20*).

JAPAN—HONSHŪ, WEST COAST—SADO.

Haiiki Zaki—Light established.

No. 306 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1450 of 1920), are republished:—

Position.—Lat. $38^{\circ} 19' 57''$ N., long. $138^{\circ} 30' 45''$ E.

Abridged description.—Lt. Gp. Fl. (3), *ev. 30 sec., 242 ft., vis. 22m.*

Characteristics:

Character.—Group flashing white showing three flashes in quick succession every thirty seconds.

Elevation.—242 feet.

Visibility.—22 miles, from 92° through south to 358° . The light may be obscured by Futatsugame summit from 95° to 98° .

Power.—2,000 candles.

Structure.—White octagonal concrete tower, 55 feet in height.

Charts affected.—No. 3003, Ando zaki to Orose zaki.

„ 2347, Honshū, Kinsiu and Shikoku, &c.

„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1920, No. 2141.

Japan Pilot, 1914, page 650.

Authority.—Tokyo Notice No. 1449 of 1920. (*H. 95-20*).

The 16th October 1920.

CHINA, EAST COAST—YANG TSE KIANG.

Wusung River Entrance—Light-Buoy established.

No. 301 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1388 of 1920), are republished:—

Position.—At a distance of 11 cables, 190° , from Wusung lighthouse.
Lat. $31^{\circ} 22\frac{1}{2}'$ N., long. $121^{\circ} 29\frac{1}{2}'$ E.

Description.—A black can light-buoy named "Wusung creek buoy," exhibiting an occulting white light every eight seconds, thus:

Light.	eclipse.
4 sec.	4 sec.

Charts affected.—No. 1601, Wusung river or Hwang pu, with plan.
„ 3585, Approaches to the Wusung river.

Publication.—China Sea Pilot, Vol. V., 1912, page 391.

Authority.—Shanghai Notice No. 569 of 1920. (*H. 5958-20*).

RED SEA—EASTERN SHORE.

KAMARAN PASSAGE—RAS-EL-BAYADH.

Description of beacon erected.

*No. 302 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 141M. of 1920), are republished:—

Former Notice No. 39-M. of 1920. (This office No. 113 of 1920.)

Position.—At a distance of about $7\frac{5}{10}$ cables 135° from the beacon on the Telegraph hut on Ras-el-Bayadh.

Lat. $15^{\circ} 14' 48''$ N. } Approx.
Long. $42^{\circ} 35' 35''$ E. }

Details.—The Port Officer, Aden, reports that the new beacon on the summit of 25 feet Coral Mound, South-eastward of Ras-el-Bayadh, has now been completely erected.

Description.—A square masonry pillar, 20 feet high, painted in four alternate bands of black and white, each band being 5 feet in depth, the top one being black.

Charts affected.—No. 543, Kamaran Passage.

„ 143, Jebel Teir to Perim Island.

Publication.—Red Sea and Gulf of Aden Pilot, page 362.

Authority.—The Surveyor in Charge, Marine Survey of India.

The 11th October 1920.

CHINA, EAST COAST—YANG TSE KIANG ENTRANCE.

Shaweishan (North) Channel—Correction to certain charts with regard to light-buoy.

*No. 293 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1346 of 1920), are republished:—

Former Notice.—No. 1102 of 1920. (*This office No. 250 of 1920.*)

Position.—At a distance of about $1\frac{3}{4}$ miles south-westward from Liu chiao beacon.

Lat. $31^{\circ} 29'$ N., long. $121^{\circ} 40\frac{1}{2}'$ E.

Details.—Information has been received that the light-buoy with occulting white light, which was expunged from the above position on chart No. 1199 in accordance with the last paragraph of the former Notice, is still shown on some copies of the charts quoted below; these charts are also to be corrected in a similar manner.

Charts affected.—No. 3585, Approaches to the Wusung river.

„ 1602, Approaches to the Yang tse kiang.

Authority.—Hydrographic Department. (*H. 5729-20.*)

BAY OF BENGAL.—MERGUI ARCHIPELAGO.

Auriol Island—Shoal reported south-eastward of.

No. 294 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1352 of 1920), are republished:—

Position (approximate).—At a distance of about 6 miles south-eastward from Auriol island.

Lat. $9^{\circ} 35' 15''$ N., long. $98^{\circ} 11' 10''$ E.

Depth.—3 fathoms.

Remarks.—The shoal appeared to cover an area about one mile in extent.

Note.—The note “*P.D.*” is to be inserted on the charts against this shoal.

Charts affected.—No. 216b, Sayer islands to Loughborough island.

„ 830, Bassein river to Pulo Penang.

„ 70, Bay of Bengal.

Publication.—Bay of Bengal Pilot, 1910, page 548.

Authority.—Bangkok Notice No. 93 of 1920. (*H. 5666-20.*)

CHINA SEA.

Formosa—Breakers reported south-westward of.

No. 295 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1359 of 1920), are republished:—

Position.—At a distance of about 120 miles south-westward from the southern end of Formosa.

Lat. $20^{\circ} 25'$ N., long. $119^{\circ} 23'$ E.

Details.—The SS. *City of Norwich* reported sighting heavy breakers, apparently indicating the existence of a reef about 6 miles in extent, in approximately the position given above.

Note.—A note “*Breakers reported (1920)*” surrounded by a danger line is to be inserted on the charts in this locality.

Charts affected.—No. 2454, Northern portion of the Island of Luzon.

„ 2661b, China sea, northern portion—eastern sheet.

„ 1263, China sea.

„ 2683, Pacific ocean.

Publication.—China Sea Pilot, Vol. V, 1912, page 198.

Authority.—Commander-in-Chief, China Station. (*H. 5396-20.*)

CHINA SEA—GULF OF SIAM.

Bangkok River approach—Wreck, marked by wreck-marking vessel.

No. 296 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1366 of 1920), are republished:—

(a) Wreck:

Position.—At a distance of about $2\frac{1}{2}$ cables northward from the Outer bar light-vessel, and $10\frac{1}{2}$ cables, 137° , from the charted position of Regent light.

Lat. $13^{\circ} 28'$ N., long. $100^{\circ} 34\frac{1}{2}'$ E.

Description.—Sunken wreck of steamboat.

(b) Wreck-marking vessel;

Position.—At a distance of about 25 yards south-westward from the wreck.

Description.—A wreck-marking vessel with two masts, flying the signal "F.U." (International Code) by day, and exhibiting a red light at the yardarm, in addition to her anchor light, by night.

Chart affected.—No. 999, Menam Chau fya or Bangkok river.

Authority.—Bangkok Notices Nos. 63 and 65 of 1920. (*H. 5664-20.*)

NEW ZEALAND—SOUTH ISLAND, BLUFF HARBOUR.

Channel Rocks—Light-vessel established.

No. 297 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1367 of 1920), are republished:—

Position.—On the north-eastern edge of the Channel rocks, and at a distance of $1\frac{1}{4}$ cables, 233° , from the light-beacon on Tewaewae point.

Lat. $46^{\circ} 36\frac{1}{4}'$ S., long. $168^{\circ} 21\frac{1}{2}'$ E.

Characteristics:

Light:

Abridged description.—Lt. Occ. *ev* 8 sec.

Character.—Occulting white every eight seconds, thus:

Light,	eclipse,
$\frac{5}{5}$ sec	$\frac{3}{3}$ sec.

Remarks.—Further details are not stated.

Charts affected.—No. 3484, Awarua or Bluff harbour.

„ 2540, Approaches to Awarua or Bluff harbour.

Publications.—List of Lights, Part VI, 1920, No. 3056.

New Zealand Pilot, 1919, page 466.

Authority.—Wellington Notice No. 33 of 1920. (*H. 5274-20.*)

NEW ZEALAND, SOUTH ISLAND—PORT LYTTELTON ENTRANCE.

Godley Head—Fog signal unreliable.

No. 298 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1368 of 1920), are republished:—

Position.—Lat $43^{\circ} 35\frac{1}{2}'$ S., long. $172^{\circ} 48\frac{1}{4}'$ E.

Details.—The explosive fog-signal in the above position is unreliable, and a note to this effect, with the year date 1920, is to be inserted against it on the charts.

Charts affected.—No. 1999, Ports Lyttelton and Levy and Pigeon bay.

„ 2529, Cape Campbell to Banks peninsula.

„ 3629, Hokitika to Otago harbour.

„ 1212, New Zealand.

Publications.—List of Lights, Part VI, 1920, No. 3012.

New Zealand Pilot, 1919, page 337.

Authority.—Wellington Notice No. 20 of 1920. (*H. 4587-20.*)

INDIA—WEST COAST.

Malvan Bay—Red light-boat—Replaced on station.

No. 299 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 135M. of 1920), are republished :—

Former Notice No. 87-M of 1920. (This Office No. 176 of 1920.)

Position approximate.—Lat. $16^{\circ} 02' 55''$ N.

Long. $73^{\circ} 27' 45''$ E.

Details.—The red light-boat, exhibiting a red fixed light, on the south-eastward of the rock, marked by a perch, which was removed for the south-west monsoon, was replaced on her station on the 8th September 1920.

The characteristics are the same as described in the Admiralty List of Lights.

Charts affected.—No. 902, Malvan to Vengurla.

„ 740, Achra River to Cape Ramas.

Publications.—West Coast of India Pilot, 1919, page 192.

List of Lights, Part VI, 1920, No. 416.

Indian List of Lights in press.

Authority.—The Commissioner of Customs, Salt and Excise, Camp via Bombay, dated 14th September 1920.

INDIA—WEST COAST.

NOVA GOA.

Mandavi River bar—Depth of water.

No. 300 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 137M. of 1920), are republished :—

Former Notice No. 128M of 1920. (This Office No. 281 of 1920.)

Position.—Lat. $15^{\circ} 29'$ N.

Long. $73^{\circ} 48'$ E.

Details.—Further information has been received that the “Campal Light-house” when now in line with the “Malim Light-house” leads over the bar with a depth of one foot more than before.

The soundings taken on the 13th September 1920, at the bar of the Mandavi River, over the leading line of the above-mentioned two marks, and to the south of this line, reveals a least depth of 16 feet at the high water springs.

In the south-west monsoon, owing to the heavy swell, the breakers sometimes extends across the channel, and river is inaccessible for ferry boats.

Remarks.—Further notice will be given when the bar has been re-surveyed.

Chart affected.—No. 492, Aguada to St. George Island.

Publication.—West Coast of India Pilot, 1919, page 184.

Authority.—Captain of Port, Nova Goa, dated 13th September 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer, Calcutta.



The Calcutta Gazette

WEDNESDAY, NOVEMBER 10, 1920.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.

C. B. BAYLEY,
Dy. Secy. to the Govt. of Bengal.

CALCUTTA, the 1st November 1920.

PHILIPPINE ISLANDS—PALAWAN, EAST COAST.

Green Island Bay to Coral Bay—Amendments to charts with regard to shoals.

No. 307 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1472 of 1920), are republished:—

Position.—Green island, lat. $10^{\circ} 17' N.$, long. $119^{\circ} 29' E.$

Details.—Amendments to the charts with regard to shoals between Green island bay and Coral bay, embodying the latest information, are shown on the accompanying reproductions of portions of charts Nos. 967, 2660b and 1263.

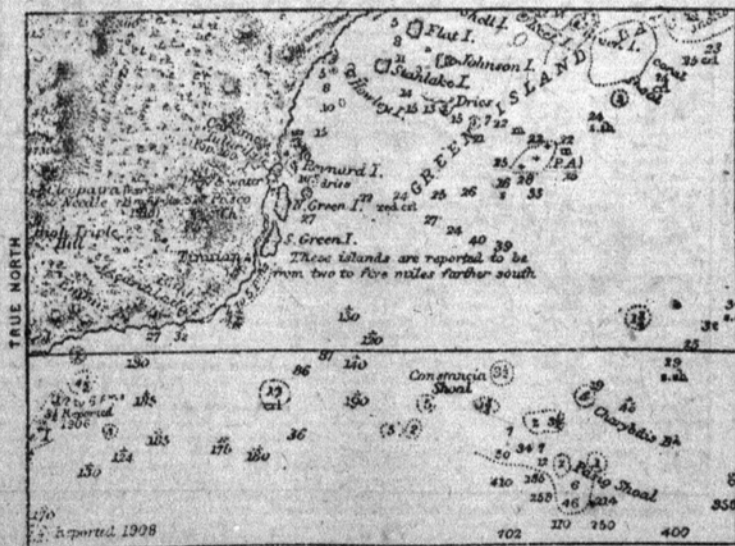
Charts affected.—No. 967, Palawan island.

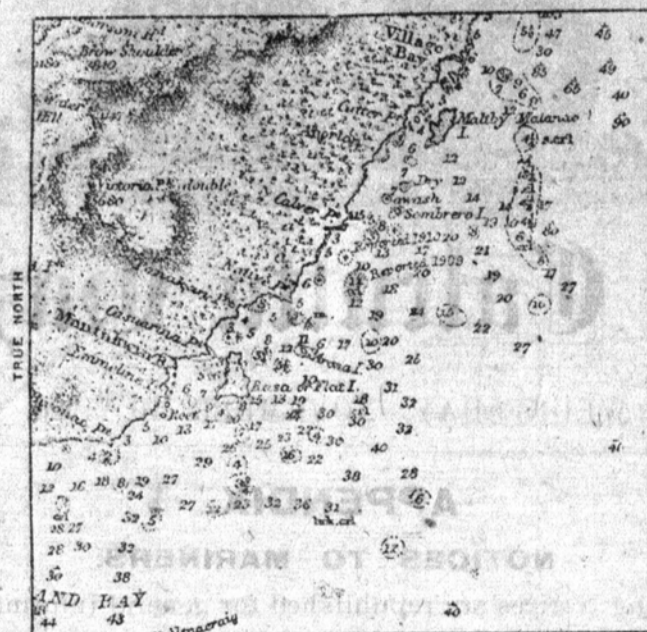
„ 2660b, China sea, southern portion—eastern sheet.

„ 1263, China sea.

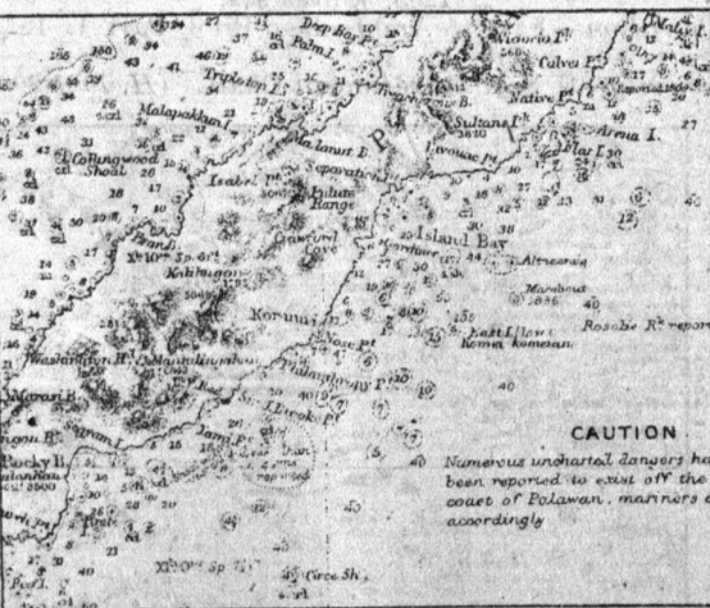
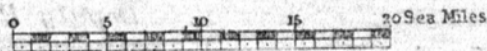
Publication.—Eastern Archipelago Pilot, Part I, 1911, pages 94 to 110.

Authority.—U. S. A. Government Chart. (*H. 1087-20.*)





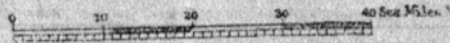
Reproduction of Portion of Chart No 967.

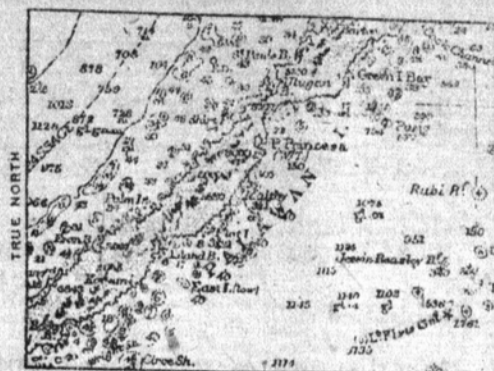


CAUTION

Numerous uncharted dangers have been reported to exist off the coast of Polawan, mariners are accordingly

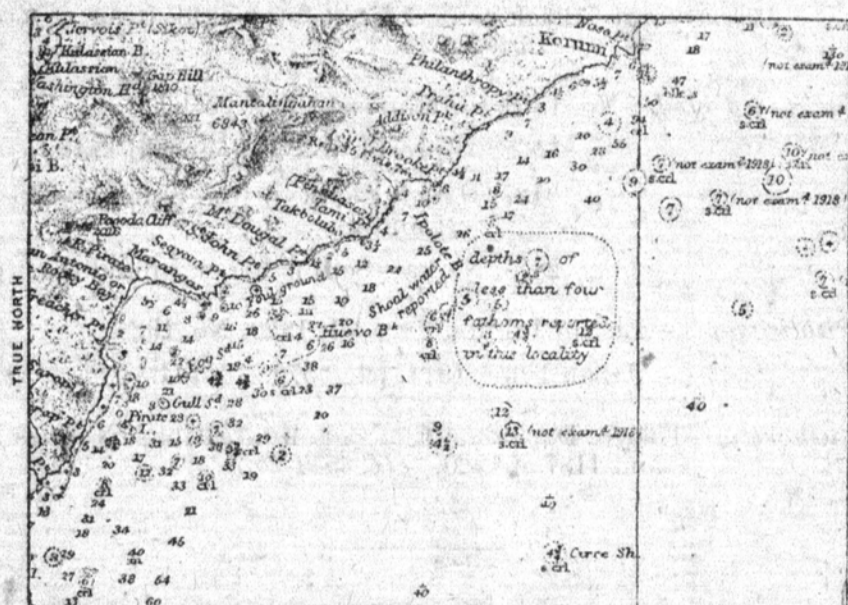
Reproduction of Portion of Chart No 2660





Reproduction of Portion of Chart No. 1263.

0 40 120 Sea Miles



Reproduction of Portion of Chart No. 967.

0 5 10 15 20 Sea Miles

JAPAN—SHIMONOSEKI KAIKYO.

Hiko Shima, south coast—Light established; Light discontinued; Light-buoy established.

No. 308 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1475 of 1920), are republished:—

1. Light established:

Position.—On the south-western extremity of Kanenotsurumisaki, at a distance of about $4\frac{1}{2}$ cables eastward from Manaita iwa.

Lat. $33^{\circ} 54\frac{3}{4}'$ N., long. $130^{\circ} 54\frac{1}{4}'$ E.

Abridged description.—(U) Lt. Occ., ev. 6 sec., 33 ft., vis. 11 m.

Characteristics:

Character.—Occulting white every six seconds, thus:

Light,	eclipse.
3 sec.	3 sec.

Elevation.—33 feet.

Visibility.—11 miles.

Power.—200 candles.

Structure.—White wooden pole, 30 feet in height.

Remarks.—This light is unwatched.

2. Light discontinued :

Position.—On Manaita iwa.
Lat. $33^{\circ} 54\frac{3}{4}'$ N., long. $130^{\circ} 53\frac{3}{4}'$ E.

Description.—A fixed green light.

Remarks.—It is intended to demolish the beacon from which the light was formerly exhibited.

3. Light-buoy established :

Position.—At a distance of $2\frac{6}{10}$ cables, 304° , from the site of Manaita iwa light beacon.

Lat. $34^{\circ} 55'$ N., long. $130^{\circ} 53\frac{1}{2}'$ E.

Description.—Black conical light-buoy exhibiting a *fixed green* light.

Charts affected.—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.
(1 and 2).

„ 2875, Naikai (Seto uchi) or Inland sea. (1 and 2).

Publications.—List of Lights, Part VI, 1920, No. 1920.

Japan Pilot, 1914, page 570.

Authority.—Tokyo, Department of Communications, Notices Nos. 1119 and 1187 of 1920. (*H.* 5951-20.)

NEW ZEALAND—SOUTH ISLAND, BLUFF HARBOUR.

Channel Rocks light-vessel—*Light reported irregular.*

No. 309 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1492 of 1920), are republished :—

Former Notice.—No. 1367 of 1920. (*This office No. 297 of 1920.*)

Position.—On the north-eastern edge of the Channel rocks.

Lat. $46^{\circ} 36\frac{1}{4}'$ S., long. $168^{\circ} 21\frac{1}{2}'$ E.

Details.—The occulting white light of this light vessel is not working satisfactorily, and until further notice no reliance must be placed on it.

Note.—The note “(*Reported irregr. 1920*)” is to be placed against the light on the charts.

Charts affected.—No. 3484, Awarua or Bluff harbour.

„ 2540, Approaches to Awarua or Bluff harbour.

Publications.—List of Lights, Part VI, 1920, No. 3057.

New Zealand Pilot, 1919, page 466.

Authority.—Wellington Notice No. 43 of 1920. (*H.* 6279-20.)

CHINA SEA—GULF OF SIAM.

Bangkok River approach—Wreck removed; Wreck-marking vessel withdrawn.

No. 310 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1505 of 1920), are republished :—

Former Notice.—No. 1366 of 1920. (*This office No. 296 of 1920.*)

Position.—At a distance of about $2\frac{3}{4}$ cables northward from the Outer bar light vessel, and $10\frac{1}{2}$ cables south-eastward from Regent light.

Lat. $13^{\circ} 28' N.$, long. $100^{\circ} 34\frac{1}{2}' E.$

Details.—The wreck of the steamboat has been removed from the above position and the wreck-marking vessel withdrawn.

Chart affected.—No. 999, Menam Chau fya or Bangkok river.

Authority.—Bangkok Notice No. 118 of 1920. (*H. 6307-20.*)

JAPAN—INLAND SEA, GULF OF OSAKA.

(1) *Hyogo Bay—Amendments to charts; Wrecks removed.*

(2) *Kobe Bay—Lights discontinued.*

No. 311 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1506 of 1920), are republished :—

(1) **Hyogo Bay.**

Position.—Wada misaki lighthouse, lat. $34^{\circ} 39' N.$, long. $135^{\circ} 11' E.$

Details.—The accompanying reproductions of portions of charts Nos. 2265, 16 and 3566 show the following necessary amendments in Hyogo bay :—

- (a) Partial completion of breakwater.
- (b) Positions of light-buoys and mooring-buoys.
- (c) Positions of lights on piers.
- (d) Withdrawal of quarantine light-vessel.

Remarks.—It will be observed that no wrecks are shown on the reproductions. With the exception of the wreck situated at a distance of 16 cables, 47° from Wada misaki lighthouse, all wrecks within a radius of 2 miles of the lighthouse have been removed or dispersed and are to be expunged from the charts.

(2) **Kobe Bay.**

Position.—No. 1 pier head, lat. $34^{\circ} 40\frac{1}{2}' N.$, long. $135^{\circ} 12' E.$

Details.—All the fixed red lights formerly shown at the outer ends of Nos. 1, 2, 3 and 4 piers together with the three red lights which marked the area under reclamation north-eastward of No. 1 pier, have been discontinued and are to be expunged from the charts.

Charts affected.—No. 2265, Kobe and Hyogo bays.

„ 16, Kobe and Osaka.

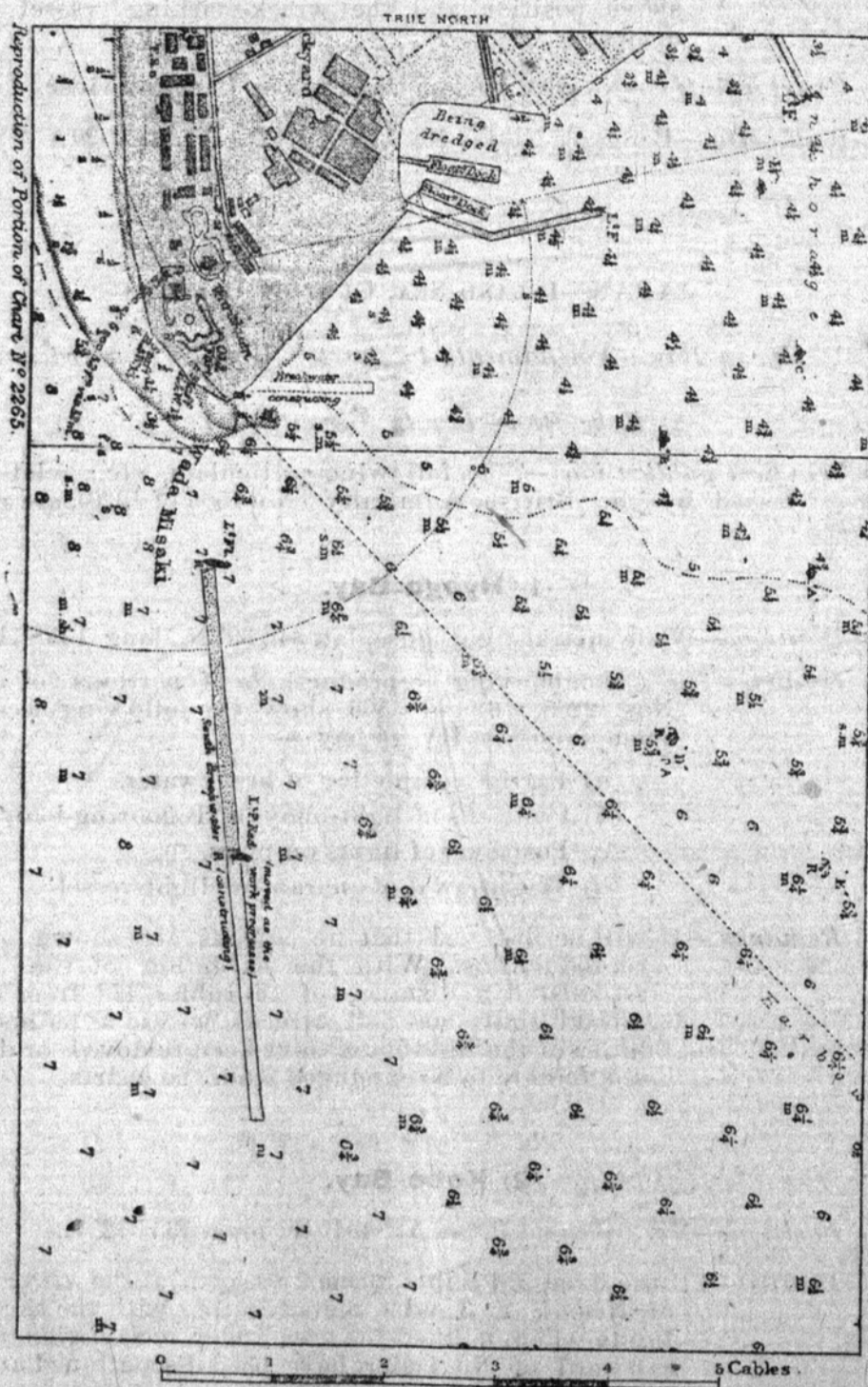
3566, Izumi nada and Harima nada.

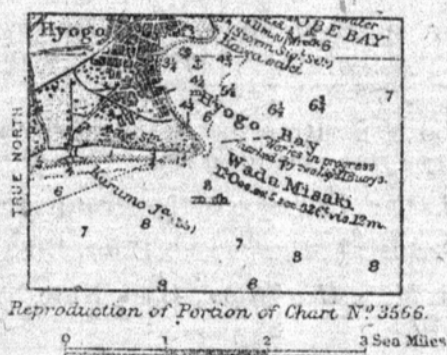
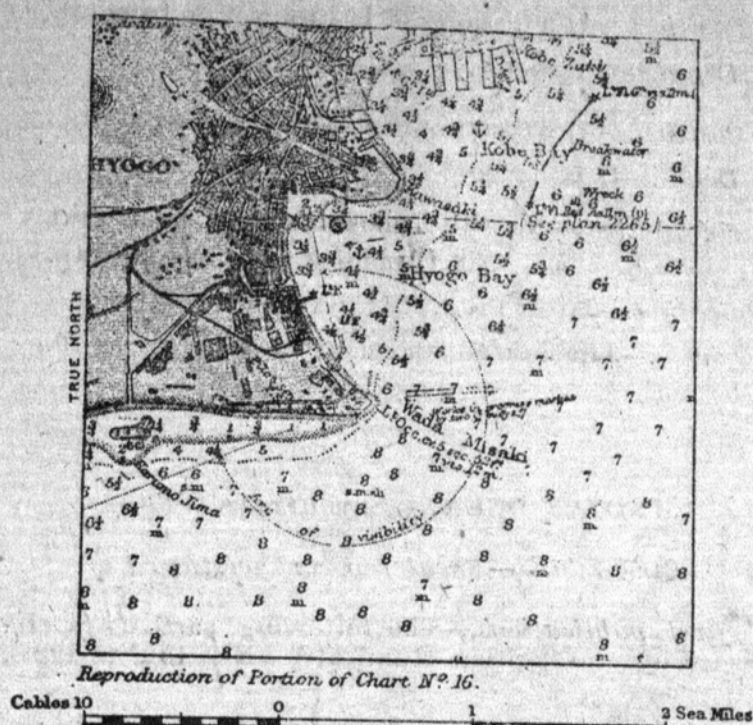
„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of lights, Part VI, 1920, Nos. 1994, 1995.

Japan Pilot, 1914, pages 277, 278, 279, 280 ; Supplement No. 4, 1920.

Authority.—H. M. S. Hawkins, Hyd. Note No. 4 of 1920. (H. 5225-20.)





JAPAN—HONSHU, SOUTH COAST.

Daio Zaki (Taio Saki)—Existence of shoals south-eastward and northward of.

No. 312 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1507 of 1920), are republished:—

- (1) *Position*.—At a distance of about $3\frac{1}{2}$ cables south-eastward from Daio zaki, and $3\frac{1}{16}$ cables, 187° from the centre of Daio iwa.

Lat. $34^{\circ} 16\frac{1}{2}'$ N., long. $136^{\circ} 54\frac{1}{2}'$ E.

Depth.— $4\frac{1}{2}$ fathoms (rock).

- (2) *Position*.—At a distance of about $2\frac{1}{4}$ miles northward from Daio zaki and $2\frac{1}{2}$ cables, 40° from the north-eastern extremity of the point northward of Shijima village.

Lat. $34^{\circ} 19\frac{1}{4}'$ N., long. $136^{\circ} 54'$ E.

Depth.— $1\frac{1}{2}$ fathoms (rock).

(3) *Position*.—At a distance of $1\frac{1}{4}$ cables, 40° from (2).

Depth.— $4\frac{1}{4}$ fathoms.

(4) *Position*.—At a distance of 2 cables, 40° from (2).

Depth.— $4\frac{1}{4}$ fathoms.

Charts affected.—No. 994, Yeboshi bana to Anori zaki.

„ 952, Owashi wan to Atsumi wan.

Publication.—Japan Pilot, 1914, page 156.

Authority.—Japanese Government Chart. (H. 952-20.)

INDIAN OCEAN—SEYCHELLES GROUP.

Bird Island—Shoal reported westward of.

No 313 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1519 of 1920), are republished :—

Position.—At a distance of about 5 miles westward from Bird island.

Lat. $3^{\circ} 45' 00''$ S., long. $56^{\circ} 07' 50''$ E.

Description.—A shoal of about 5 cables in extent, on which one sounding of 9 fathoms was obtained, with probably less water in places.

Note.—The above position is to be surrounded on the chart by a danger line, with the note “*Shoal repd. (1920).*”

Chart affected.—No. 721, Seychelles group, &c.

Publication.—South Indian Ocean Pilot, 1911, page 46.

Authority.—H. M. S. *Highflyer*, Hyd. Note No. 1 of 1920. (H. 6173-20.)

CHINA SEA—SOUTHERN PORTION

Pulo Sapatu—Bank reported eastward of.

No. 314 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1527 of 1920), are republished :—

Position (approximate).—At a distance of about 54 miles eastward from Pulo Sapatu.

Lat. $10^{\circ} 02' 00''$ N., long. $110^{\circ} 00' 00''$ E.

Details.—Soundings of 29 fathoms were obtained by SS. *Gold Shell* in January 1920, on passage from Singapore to Tsing tau, the middle of the line of soundings being in the above position.

Note.—A depth of 29 fathoms with an incomplete danger line is to be inserted on the charts with the note “*Repd. (1920) P.A.*”

Charts affected.—No. 2660a, China sea, southern portion—western sheet.

„ 1263, China sea.

„ 748b, Indian ocean—northern portion.

Publication.—China Sea Pilot, Vol. III, 1912, page 106.

Authority.—U.S.A. Hyd. Office Notice No. 2963 of 1920. (H. 6550-20.)

AUSTRALIA—EAST COAST. NORTHUMBERLAND ISLANDS.

*High Peak Island—Intended new light.**No. 315 (first publication).—**Subject.*—It is proposed to establish a flashing white light (U) on High Peak Island, on or about 31st December 1920.*Position.*—On summit of islet (200 feet) off eastern extreme of High Peak Island.Lat. $21^{\circ} 57' S.$, long. $150^{\circ} 43' E.$, on chart No. 346.*Details—**Character.*—*Flashing White Light*, showing one flash every five seconds, thus :—

Flash	Eclipse.
$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

Elevation.—215 feet.*Visibility.*—20 miles.*Power.*—5,000 candles.*Structure.*—Lantern painted white, carried on square concrete cylinder house. Height 22 feet.*Remarks.*—The light will be unwatched.The light will be visible from about 110° (S. 78° E. Mag.), through south, west and north, to 40° (N. 32° E. Mag.); obscured elsewhere.*Note.*—No further notice will be given.

Charts affected.—No. 346, Keppel Isles to Percy Isles.
 „ 808, Approaches to Shoalwater Bay.
 „ 2763, Coral Sea and Great Barrier Reefs, sheet I.
 „ 2759a, Australia, northern portion.
 „ 780, Pacific Ocean, south-west sheet.

Publication.—Australia Pilot, Vol. IV, 1917, pages 97 and 98.*Authority.*—Melbourne Notice No. 21 of 1920.

AUSTRALIA, EAST COAST—INNER BARRIER ROUTE.

*V. Reef—Beacon discontinued.**No. 316 (first publication).—**Subject.*—The square black beacon formerly situated on the north-west end of V. Reef, 3 miles eastward of Hannibal Islands, has been discontinued.*Position.*—Lat. $11^{\circ} 35' S.$, long. $143^{\circ} 00' E.$, on chart No. 2919.

Charts affected.—No. 2919, Cape Grenville to Cape York.
 „ 2354, Cape Grenville to Booby Island.
 „ 2764, Coral Sea and Great Barrier Reefs, sheet II.

Publication.—Australia Pilot, Vol. IV, 1917, page 293.*Authority.*—Melbourne Notice No. 22 of 1920.

AFRICA—EAST COAST.

Lindi River—Prohibited anchorage abolished.

No. 317 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 142M. of 1920), are republished:—

Former Notice.—No. 66M. of 1919. (*This Office No. 305 of 1919.*)

Position.—Lat. $9^{\circ} 59' S$.

Long. $39^{\circ} 44' E$.

Details.—The submarine cable at Lindi no longer exists.

Date removed.—Picked up in April 1919 by the Eastern Telegraph Company.

Charts affected.—No. 681, Lindi River.

„ 1808, Cape Delgado to Kilwa.

Publication.—East Coast of Africa Pilot, Part III, 1915, page 329.

Authority.—Director, Royal Indian Marine, Bombay.

INDIA, WEST COAST—DELTA OF THE INDUS.

Baghiar Mouth—Barges broken adrift, south-westward of.

No. 318 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 145M. of 1920), are republished:—

Position.—At a distance of about $25\frac{1}{2}$ miles 215° from Baghiar Mouth, Mull beacon.

Lat. $23^{\circ} 32' N$.

Long. $67^{\circ} 26' E$.

Details.—The Master of SS. “Bombay” reports that the barges Nos. 41 and 42 have broken adrift, owing to the stress of weather, and they appear to be drifting inshore.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 118, Kediwari Mouth to Nirani Creek.

„ 39, Sind and Kutch Coasts.

„ 826, Karachi to Vengurla.

Authority.—Marine Transport Officer, Kiamari (Karachi), Telegram, dated 14th October 1920.

INDIA, BAY OF BENGAL.

HUGLI RIVER APPROACH, SANDHEADS.

- | | | |
|----------------------------------|-----|----------------------------------|
| (1) Eastern Channel light-vessel | ... | } Alterations in positions, etc. |
| (2) Intermediate light-vessel | ... | |
| (3) Lower Gaspar light-vessel | ... | |

The “Mermaid” wreck buoy removed.

Cruising Station, etc., of the Pilot vessel.

No. 319 I (first publication)—

Subject.—It is hereby notified that, on or about the 1st January 1921, the following light vessels off the mouth of the river Hugli will be placed in new positions, details of which and of the pilot vessel are given below:—

EASTERN CHANNEL LT. VL.

Will be moved $3\frac{1}{2}$ miles due south into the following position in 22 fathoms:—

Latitude $20^{\circ} 53' 00''$ N.

Longitude $88^{\circ} 12' 07''$ E.

There will be no alteration in the present characteristics of the light or in the exhibition of the blue light.

INTERMEDIATE LT. VL.

Will be moved $2\frac{1}{2}$ miles due south into the following position in $7\frac{1}{2}$ fathoms:—

Latitude $21^{\circ} 11' 20''$ N.

Longitude $88^{\circ} 12' 07''$ E.

Day.—Carries a black half-ball at the mast head with the spherical side downwards; the hull painted red and the name of the station displayed in white letters on her side.

Night.—Displays a single flashing light of one second light and one second dark from a lattice work superstructure erected on the forecastle, 31 feet above the water and visible, in clear weather, 11 miles.

It also carries a fixed stern light 18 feet above the water, and visible all round the horizon.

Note.—The “Mermaid” wreck buoy will be removed.

LOWER GASPAR LT. VL.

Will be moved $2\frac{1}{2}$ miles, 148° into the following position, in 5 fathoms, *i.e.*, the present position of the Upper Saugor Sand buoy:—

Latitude $21^{\circ} 24' 58''$ N.

Longitude $88^{\circ} 09' 11''$ E.

There will be no alteration in the present characteristics of the light or in the exhibition of the blue light.

Note.—The Longitudes depend on Madras Observatory being in Longitude $80^{\circ} 14' 54\text{--}2''$ E.

PILOT VESSEL.

A steam pilot vessel fitted with Wireless Telegraph, painted white, with three masts and a yellow funnel, cruises off the entrance to the river Hugli in the vicinity of the Eastern Channel light-vessel, usually to the southward.

Light exhibited from—

During the south-west monsoon period, 15th March to 31st October, the pilot-vessel will exhibit every half hour between sunset and sunrise a searchlight beam at an elevation of 30° .

The light will be revolved from east to west through south and back again, the total period of exhibition being one minute.

Note.—A note with regard to this light has been placed on the charts.

Charts affected.—No. 814, The Sandheads, False Point to Malta river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1920, Nos. 606, 607, 610. Bay of Bengal Pilot, 1910, pages 289, 298, 290.

Authority—Calcutta Port Commissioners' River Notice No. 361 of 29th October 1920 and the Port Officer, Calcutta.

The 25th October 1920.

JAPAN—HOKUSHU, SOUTH COAST.

Chikyu Misaki lighthouse—Fog-signal established.

No. 303 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1440 of 1920), are republished :—

Position.—Chikyu misaki lighthouse, lat. $42^{\circ} 18' N.$, long. $140^{\circ} 59\frac{1}{2}' E.$

Description.—A siren sounding *one blast every sixty-four seconds*, thus :

Blast,	silent,
4 sec.	60 sec.

Charts affected.—No. 3591, Iburi wan or Uchiura wan.

„ 2405, the Kuril islands.

Publications.—List of Lights, Part VI, 1920, No. 2100.

Japan Pilot, 1914, page 720.

Authority.—Tokyo Notice No. 1450 of 1920. (*H. 96-20.*)

JAPAN.

Shimonoseki Kaikyo approaches—Amendments to charts with regard to shoals.

No. 304 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1448 of 1920), are republished :—

1. Existence of shoals :

(a) *Position.*—Lat. $33^{\circ} 59' 59'' N.$, long. $130^{\circ} 42' 02'' E.$

Depth.—Less than 6 feet.

Note.—Koshiki reef is to be extended to the north-westward on the charts to include this shoal.

(b) *Position.*—Lat. $34^{\circ} 00' 10'' N.$, long. $130^{\circ} 43' 18'' E.$

Depth.— $2\frac{1}{2}$ fathoms.

Note.—The shoal extending southward from North Siro sima is to be extended on the charts to include this shoal and the $3\frac{1}{4}$ -fathom depth close northward of the above position is to be expunged.

(c) *Position.*—At a distance of about 9 cables westward from Shirasu lighthouse.

Lat. $33^{\circ} 58' 54'' N.$, long. $130^{\circ} 46' 07'' E.$

Depth.— $2\frac{3}{4}$ fathoms.

2. Decreased depth on shoals :

(a) *Position.*—Lat. $33^{\circ} 58' 14'' N.$, long. $130^{\circ} 43' 48'' E.$

Depth.— $3\frac{1}{2}$ fathoms (rock) instead of $4\frac{1}{2}$ fathoms shown on the charts.

(b) *Position.*—Lat. $33^{\circ} 56' 42'' N.$, long. $130^{\circ} 46' 25'' E.$

Depth.— $4\frac{1}{2}$ fathoms instead of $5\frac{1}{2}$ fathoms shown on the charts.

Charts affected.—No. 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

„ 358, Western coasts of Kiusiu and Honshu (1 (a)), (2 (a)).

Publication.—Japan Pilot, 1914, pages 552, 553, 554.

Authority.—Japanese Government Chart. (*H. 951-20.*)

CHINA SEA—FORMOSA ISLAND.

Pinamu—Light re-exhibited ; Alteration in characteristics.

*No. 305 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1449 of 1920), are republished :—

Former Notice.—No. 2012 of 1919. (*This office No. 6 of 1920.*)

Position.—In the position of the old lighthouse which was destroyed in the year 1919.

Lat. $22^{\circ} 44\frac{3}{4}'$ N., long. $121^{\circ} 09'$ E.

New abridged description.—Lt. Fl., *ev.* 3 *sec.*, 56 *ft.*, *vis.* 13 *m.*

Alteration.—The elevation, visibility and structure of the new light differ from those of the former light, and are now as follows :—

Elevation.—56 feet.

Visibility.—13 miles, from 222° , through west, to 46° .

Structure.—White octagonal concrete tower, 27 feet in height.

Remarks.—The character of the light is unaltered.

Note.—The note “Destroyed 1919” is to be expunged from the charts.

Charts affected.—No. 1968, Formosa island and strait.

„ 2661b, China sea, northern portion—eastern sheet.

„ 1262, Hongkong to Gulf of Liau-tung.

Publications.—List of Lights, Part VI, 1920, No. 1848.

China Sea Pilot, Vol. V, 1912, page 201.

Authority.—Tokyo Notice No. 165 of 1920. (*H. 6081-20.*)

JAPAN—HONSHŪ, WEST COAST—SADO.

Haiiki Zaki—Light established.

*No. 306 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1450 of 1920), are republished :—

Position.—Lat. $38^{\circ} 19' 57''$ N., long. $138^{\circ} 30' 45''$ E.

Abridged description.—Lt. Gp. Fl. (3), *ev.* 30 *sec.*, 242 *ft.*, *vis.* 22 *m.*

Characteristics :

Character.—Group flashing white showing three flashes in quick succession every thirty seconds.

Elevation.—242 feet.

Visibility.—22 miles, from 92° through south to 358° . The light may be obscured by Futatsugame summit from 95° to 98° .

Power.—2,000 candles.

Structure.—White octagonal concrete tower, 55 feet in height.

Charts affected.—No. 3003, Ando zaki to Orose zaki.

„ 2347, Honshū, Kinsiu and Shikoku, &c.

„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1920, No. 2141.

Japan Pilot, 1914, page 650.

Authority.—Tokyo Notice No. 1449 of 1920. (*H. 95-20.*)

The 16th October 1920.

CHINA, EAST COAST—YANG TSE KIANG.

Wusung River Entrance—Light-Buoy established.

No. 301 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1388 of 1920), are republished:—

Position.—At a distance of 11 cables, 190° , from Wusung lighthouse.
Lat. $31^{\circ} 22\frac{1}{4}'$ N., long. $121^{\circ} 29\frac{1}{4}'$ E.

Description.—A black can light-buoy named “Wusung creek buoy,” exhibiting an *occulting white light every eight seconds*, thus:

Light.	eclipse.
4 sec.	4 sec.

Charts affected.—No. 1601, Wusung river or Hwang pu, with plan.
„ 3585, Approaches to the Wusung river.

Publication.—China Sea Pilot, Vol. V., 1912, page 391.

Authority.—Shanghai Notice No. 569 of 1920. (*H. 5958-20.*)

RED SEA—EASTERN SHORE.

KAMARAN PASSAGE—RAS-EL-BAYADH.

Description of beacon erected.

No. 302 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 141M. of 1920), are republished:—

Former Notice No. 39-M. of 1920. (*This office No. 113 of 1920.*)

Position.—At a distance of about $7\frac{5}{10}$ cables 135° from the beacon on the Telegraph hut on Ras-el-Bayadh.

Lat. $15^{\circ} 14' 48''$ N. } Approx.
Long. $42^{\circ} 35' 35''$ E. }

Details.—The Port Officer, Aden, reports that the new beacon on the summit of 25 feet Coral Mound, South-eastward of Ras-el-Bayadh, has now been completely erected.

Description.—A square masonry pillar, 20 feet high, painted in four alternate bands of black and white, each band being 5 feet in depth, the top one being black.

Charts affected.—No. 543, Kamaran Passage.

„ 143, Jebel Teir to Perim Island.

Publication.—Red Sea and Gulf of Aden Pilot, page 362.

Authority.—The Surveyor in Charge, Marine Survey of India.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.



The Calcutta Gazette

WEDNESDAY, NOVEMBER 17, 1920.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.

C. B. BAYLEY,
By. Secy. to the Govt. of Bengal.

CALCUTTA, the 8th November 1920.

JAPAN—HONSHŪ, EAST COAST.

Kesennuma Bays—Caution.

No. 320 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1547 of 1920), are republished:—

Position.—O shima lighthouse, lat. $38^{\circ} 50\frac{1}{4}'$ N., long. $141^{\circ} 38\frac{1}{2}'$ E.

Caution.—The following cautionary note is to be inserted on chart No. 806 and on the plan of Kesennuma bays:—

“CAUTION.”

“*In vicinity of O Shima chart is reported to be inaccurate and should be used with caution.*”

Chart affected.—No. 806, Sendai bay to Miyako bay, with plan.

Publication.—Japan Pilot, 1914, page 241.

Authority.—Tokyo Notice No. 119 of 1920. (*H. 5355-20.*)

CHINA, SOUTH-EAST COAST.

Hongkong—Alterations in moorings.

No. 321 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1558 of 1920), are republished:—

1. Mooring-buoys established:

(i) *Position.*—Kellett island flagstaff, lat. $22^{\circ} 17\frac{1}{4}'$ N., long. $114^{\circ} 11'$ E.

Distance and bearing from
Kellett island flagstaff.

Mooring-buoy.

(a) 2,720 feet, 347°	...	...	...	A. 28.
(b) 3,180 „ 10°	...	...	...	B. 29.
(c) 1,670 „ 20°	...	...	...	B. 30.
(d) 1,340 „ 332°	...	...	...	B. 31.
(e) 1,840 „ 293°	...	...	...	B. 32.
(f) 1,740 „ 267°	...	...	...	C. 34.
(g) 1,250 „ 251°	...	...	...	C. 33.

(ii) *Position*.—At a distance of $10\frac{4}{10}$ cables, 259°, from the red light on the coaling jetty situated on the western side of Kaulung peninsula.

Lat. 22° 18' N., long. 114° 08½' E.

Description.—Mooring-buoy No. A. 27.

2. Mooring-buoy withdrawn:

Position.—At a distance of about 5 cables southward from the red light on the coaling jetty referred to above.

Description.—Mooring-buoy A. 21.

3. Mooring-buoys re-numbered:

Details.—The undermentioned mooring-buoys in the Northern fairway have been re-numbered as indicated:—

(a) Mooring-buoy A. 23	re-numbered A. 21.
(b) „ A. 25	„ A. 23.
(c) „ B. 27	„ B. 25.

Charts affected.—No. 1459, Hongkong harbour.

„ 3279, Hongkong waters—east. 1 (i).

„ 3280, Hongkong waters—west. [All except 1 (i).]

Authority.—King's Harbour Master, Hongkong. (H. 9357-19 & 6224-20.)

CHINA SEA—GULF OF SIAM.

(1) *Bang-Pla-Soi—Light discontinued.*

(2) *Rayong and Ban Yao river entrance—Information with regard to lights.*

No. 322 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1568 of 1920), are republished:—

(1) **Bang-Pla-Soi—**

Position.—Lat. 13° 22' N., long. 100° 57½' E.

Details.—The occasional light at Bang-Pla-Soi has been discontinued and is to be expunged from the charts.

(2) **Rayong and Ban Yao River Entrance—**

Former Notices.—Nos. 833 and 834 of 1920. (*This office Nos. 184 and 185 of 1920.*)

Positions.—Rayong light, lat. 12° 40' N., long. 101° 14½' E.

Koh Chik island light, Ban Yao river entrance, lat. 12° 17½' N., long. 102° 13' E.

Details.—The above lights are not unwatched as stated in the former Notices quoted above, but are both tended by light-keepers.

Note.—The symbol “(U)” against these lights is to be expunged from the chart.

Charts affected.—No. 2721, Cape Liant to Koh Kut with plan. (2).
 „ 2720, Koh Ta kut to Cape Liant. (1).
 „ 2414, Gulf of Siam. (1).

Publications.—List of Lights, Part VI, 1920, Nos. 1363, 1370, 1376.
 China Sea Pilot, Vol. III, 1912, pages 158, 162, 170.

Authority.—Director of Hydrographic Office, Bangkok. (H. 6344-20.)

INDIA—WEST COAST—NOVA GOA.

Mandavi River bar—Further information with regard to the depth of water.

No. 323 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 147M. of 1920), are republished :—

Former Notice.—No. 137-M. of 1920. (This office No. 300 of 1920.)

Position.—Lat. 15° 29' N.

Long. 73° 48' E.

Details.—The Captain of the Ports for Portuguese India reports that the Marine Department, Nova Goa, has notified that the bar of the Mandavi River is practicable now.

The recent survey made on the 20th and 21st September 1920, at the bar of the Mandavi River and over the leading line of the “Malim” and “Campal” marks reveals a least depth of 14 feet at high water.

Chart affected.—No. 492, Aguada to St. George Island.

Publication.—West Coast of India Pilot, 1919, page 184.

Authority.—His Britannic Majesty's Consul for Goa, dated 14th October 1920.

INDIA—WEST COAST.

Karachi Harbour—Outer gas buoy placed in position.

No. 324 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 148M. of 1920), are republished :—

Former Notice. No. 118-M. of 1920. (This Office No. 251 of 1920.)

Position approximate.—At a distance of about 3 $\frac{7}{10}$ cables eastward of the light on the end of the Manora break-water.

Lat. 24° 47' N.

Long. 67° 59 $\frac{1}{4}$ ' E.

Details.—The outer red conical buoy, exhibiting an occulting red light, and marking the eastern limit of the entrance channel has been relaid in its position.

Charts affected.—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari Mouth.

Publications.—West Coast of India Pilot, 1919, page 337.

Indian List of Lights, in press.

Authority.—The Port Officer, Karachi, Telegram, dated 19th October 1920.

PERSIAN GULF.

Perforated rock—Submerged object reported northward of.

No. 325 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 150M. of 1920), are republished :—

Details.—The Master of s.s. "La'Plata" reports that he struck a submerged object approximately in the following position.

Position.—Lat. $26^{\circ} 23' N.$

Long. $56^{\circ} 23' E.$

Caution.—Mariners are hereby warned accordingly.

Charts affected.—No. 753, Entrance of the Persian Gulf.

„ 2837*a*, Persian Gulf—Eastern Sheet.

„ 748*b*, Indian Ocean, northern portion.

Publication.—Persian Gulf Pilot, 1915, page 70.

Authority.—The Port Officer, Bombay, dated 5th October 1920.

INDIA—WEST COAST.

Buoys between Alibag and Bhatkal relaid.

No. 326 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 151M. of 1920), are republished :—

Former Notice—No. 95M of 1920. (*This office No. 199 of 1920.*)

Details.—The following buoys which were withdrawn during the south-west Monsoon were relaid in their respective positions on the dates noted against them :—

Alibag Buoy	...	...	28th September 1920.
Bankot Creek Buoy	...	...	27th September 1920.
Ambalgarh Reef Buoy	...	...	25th September 1920.
Malvan Fort Harbour	...	...	17th September 1920.
Malvan Johnston Castle Rock Buoy	...	...	6th September 1920.
Malvan Rajkot Fort Buoy	...	...	18th September 1920.
Chaldea Rock Buoy	...	...	19th September 1920.
Vengurla Bubra Rock Buoy	...	...	23rd September 1920.
Bhatkal Rock Buoy	...	...	28th September 1920.
Madeshwar Dart Rock Buoy	...	...	13th September 1920.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 20th October 1920.

PHILIPPINE ISLANDS—PALAWAN, EAST COAST.

Green Island Bay to Coral Bay—Amendments to charts with regard to shoals.

No. 307 (Second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1472 of 1920), are republished :—

Position.—Green island, lat. $10^{\circ} 17' N.$, long. $119^{\circ} 29' E.$

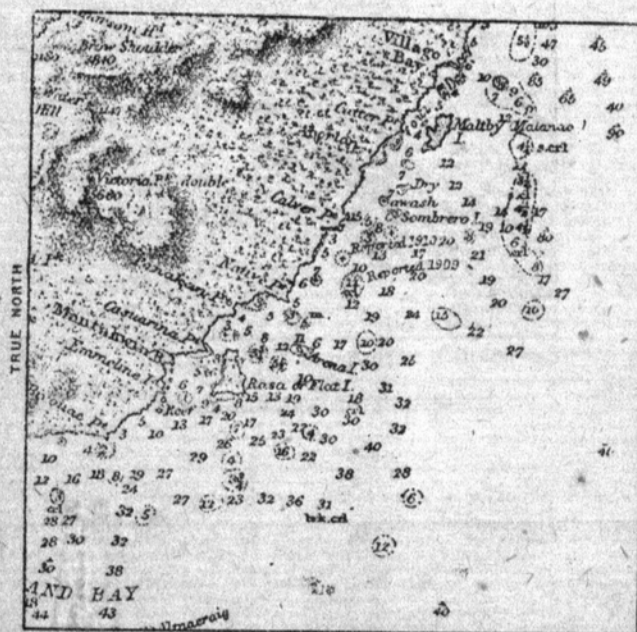
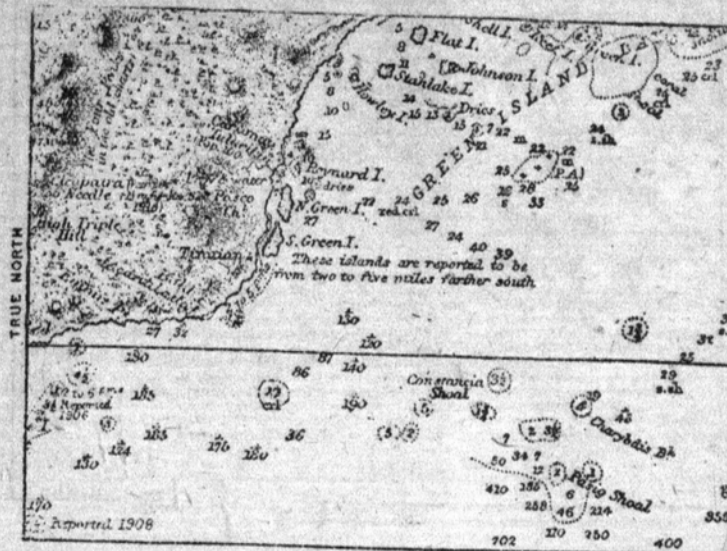
Details.—Amendments to the charts with regard to shoals between Green island bay and Coral bay, embodying the latest information, are shown on the accompanying reproductions of portions of charts Nos. 967, 2660*b* and 1263.

Charts affected.—No. 967, Palawan island.

„ 2660*b*, China sea, southern portion—eastern sheet.

„ 1263, China sea.

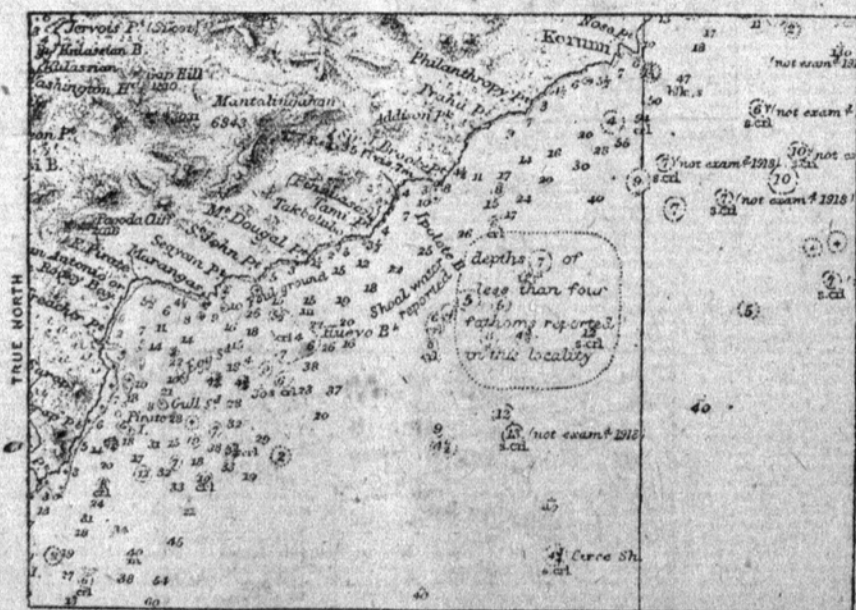
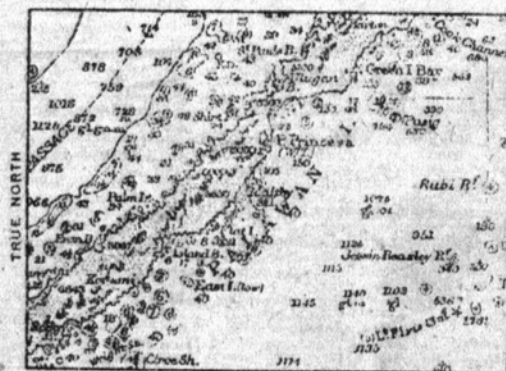
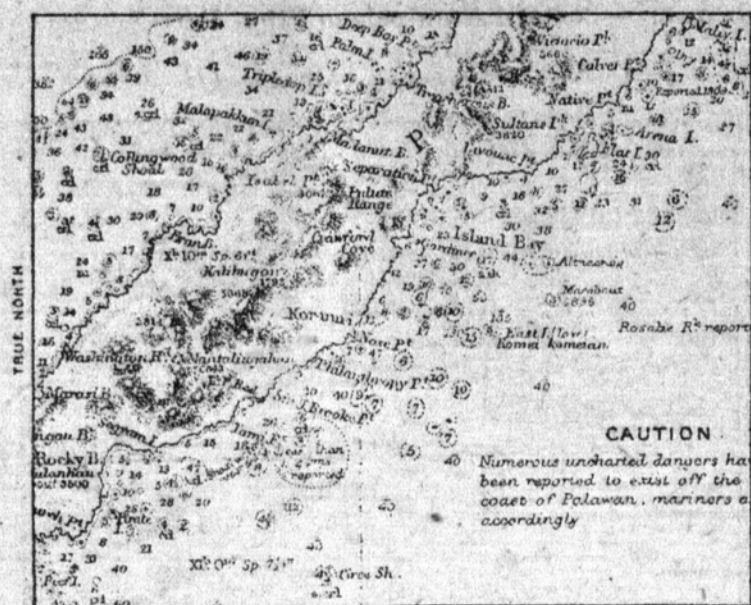
Publication.—Eastern Archipelago Pilot, Part I, 1911, pages 94 to 110.
Authority.—U. S. A. Government Chart. (H. 1087-20.)



Reproduction of Portions of Chart N° 967.

0 5 10 15 20 Sea Miles





JAPAN—SHIMONOSEKI KAIKYO.

Hiko Shima, south coast—*Light established; Light discontinued; Light buoy established.*

No. 308 (Second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1475 of 1920), are republished:—

1. Light established:

Position.—On the south-western extremity of Kanenotsuru misaki, at a distance of about $4\frac{1}{2}$ cables eastward from Manaita iwa.

Lat. $33^{\circ} 54\frac{3}{4}'$ N., long. $130^{\circ} 54\frac{1}{4}'$ E.

Abridged description.—(U) Lt. Occ., *ev.* 6 sec., 33 ft., *vis.* 11 m.

Characteristics:

Character.—Occulting white every six seconds, thus:

Light,	eclipse.
3 sec.	3 sec.

Elevation.—33 feet.

Visibility.—11 miles.

Power.—200 candles.

Structure.—White wooden pole, 30 feet in height.

Remarks.—This light is unwatched.

2. Light discontinued:

Position.—On Manaita iwa.

Lat. $33^{\circ} 54\frac{3}{4}'$ N., long. $130^{\circ} 53\frac{3}{4}'$ E.

Description.—A fixed green light.

Remarks.—It is intended to demolish the beacon from which the light was formerly exhibited.

3. Light-buoy established:

Position.—At a distance of $2\frac{6}{10}$ cables, 304° , from the site of Manaita iwa light beacon.

Lat. $34^{\circ} 55'$ N., long. $130^{\circ} 53\frac{1}{2}'$ E.

Description.—Black conical light-buoy exhibiting a fixed green light.

Charts affected.—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo. (1 and 2).

„ 2875, Naikai (Seto uchi) or Inland sea. (1 and 2).

Publications.—List of Lights, Part VI, 1920, No. 1920.

Japan Pilot, 1914, page 570.

Authority.—Tokyo, Department of Communications, Notices Nos. 1119 and 1187 of 1920. (H. 5951-20.)

NEW ZEALAND—SOUTH ISLAND, BLUFF HARBOUR.

Channel Rocks light-vessel—*Light reported irregular,*

No. 309 (Second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1492 of 1920), are republished:—

Former Notice.—No. 1367 of 1920. (This office No. 297 of 1920.)

Position.—On the north-eastern edge of the Channel rocks.

Lat. $46^{\circ} 36\frac{1}{4}'$ S., long. $168^{\circ} 21\frac{1}{2}'$ E.

Details.—The occulting white light of this light vessel is not working satisfactorily, and until further notice no reliance must be placed on it.

Note.—The note “(Reported irregr. 1920)” is to be placed against the light on the charts.

Charts affected.—No. 3484, Awarua or Bluff harbour.

„ 2540, Approaches to Awarua or Bluff harbour.

Publications.—List of Lights, Part VI, 1920, No. 3057.

New Zealand Pilot, 1919, page 466.

Authority.—Wellington Notice No. 43 of 1920. (H. 6279-20.)

CHINA SEA—GULF OF SIAM.

Bangkok River approach—Wreck removed; Wreck-marking vessel withdrawn.

*No. 310 (Second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1505 of 1920), are republished :—

Former Notice.—No. 1366 of 1920. (*This office No. 296 of 1920.*)

Position.—At a distance of about $2\frac{3}{4}$ cables northward from the Outer bar light-vessel, and $10\frac{1}{2}$ cables south-eastward from Regent light.

Lat. $13^{\circ} 28' N.$, long. $100^{\circ} 34\frac{1}{4}' E.$

Details.—The wreck of the steamboat has been removed from the above position and the wreck-marking vessel withdrawn.

Chart affected.—No. 999, Menam Chau fya or Bangkok river.

Authority.—Bangkok Notice No. 118 of 1920. (*H. 6307-20.*)

JAPAN—INLAND SEA, GULF OF OSAKA.

(1) *Hyogo Bay—Amendments to charts; Wrecks removed.*

(2) *Kobe Bay—Lights discontinued.*

*No. 311 (Second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1506 of 1920), are republished :—

(1) **Hyogo Bay.**

Position.—Wada misaki lighthouse, lat. $34^{\circ} 39' N.$, long. $135^{\circ} 11' E.$

Details.—The accompanying reproductions of portions of charts Nos. 2265, 16 and 3566 show the following necessary amendments in Hyogo bay :—

- (a) Partial completion of breakwater.
- (b) Positions of light-buoys and mooring-buoys.
- (c) Positions of lights on piers.
- (d) Withdrawal of quarantine light-vessel.

Remarks.—It will be observed that no wrecks are shown on the reproductions. With the exception of the wreck situated at a distance of 16 cables, 47° from Wada misaki lighthouse, all wrecks within a radius of 2 miles of the lighthouse have been removed or dispersed and are to be expunged from the charts.

(2) **Kobe Bay.**

Position.—No. 1 pier head, lat. $34^{\circ} 40\frac{3}{4}' N.$, long. $135^{\circ} 12' E.$

Details.—All the fixed red lights formerly shown at the outer ends of Nos. 1, 2, 3 and 4 piers together with the three red lights which marked the area under reclamation north-eastward of No. 1 pier, have been discontinued and are to be expunged from the charts.

Charts affected.—No. 2265, Kobe and Hyogo bays. ✓

„ 16, Kobe and Osaka.

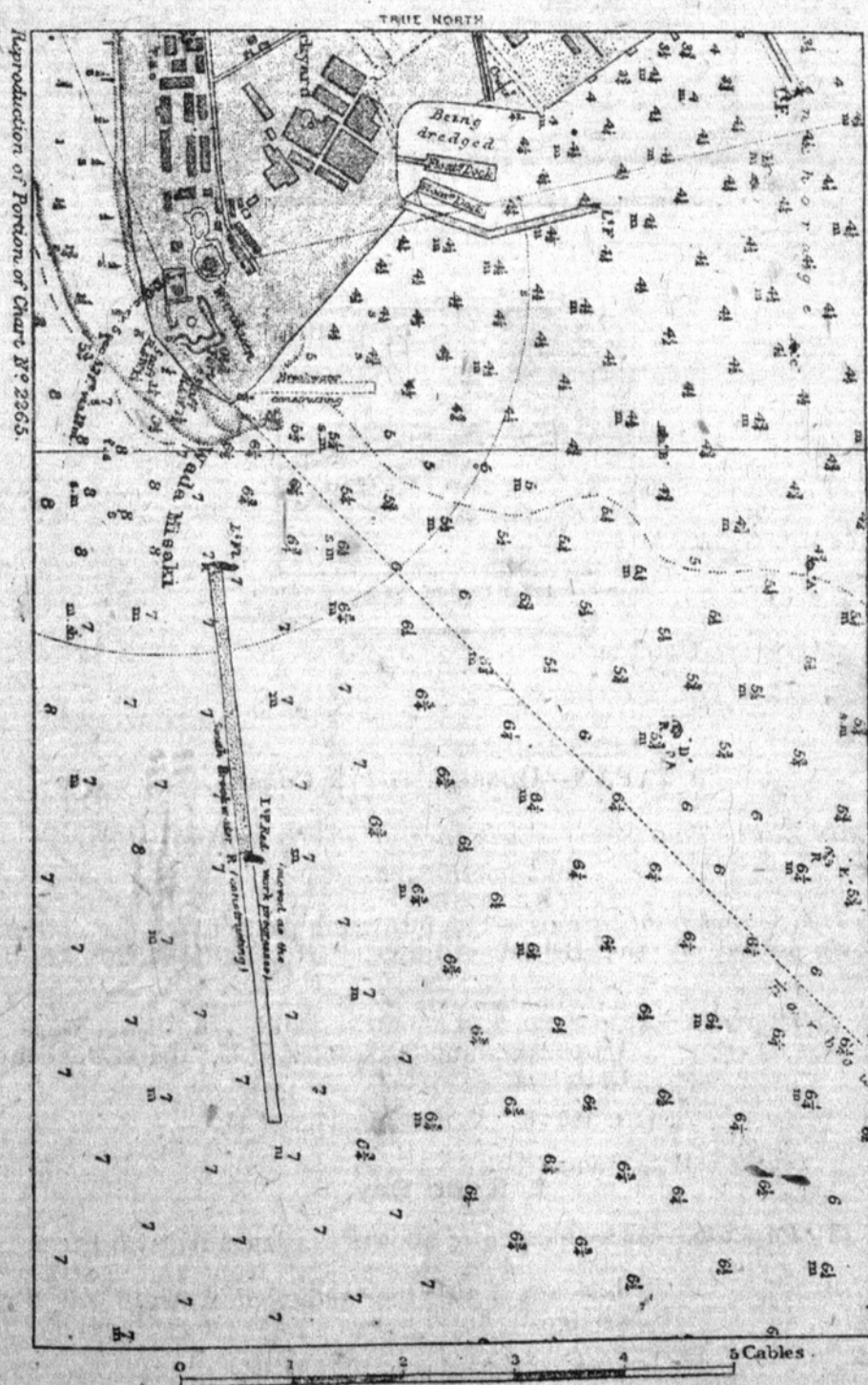
., 3566, Izumi nada and Harima nada.

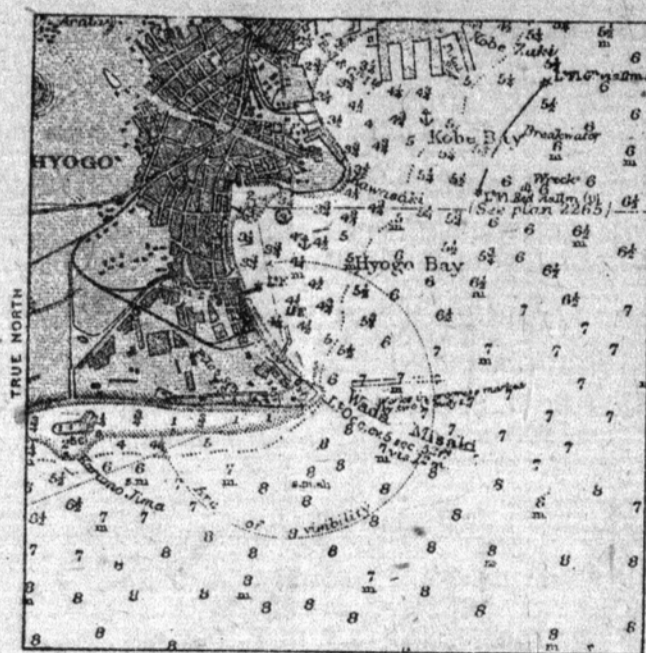
., 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of lights, Part VI, 1920, Nos. 1994, 1995.

Japan Pilot, 1914, pages 277, 278, 279, 280; Supplement No. 4, 1920.

Authority.—H. M. S. *Hawkins*. Hyd. Note No. 4 of 1920. (H. 5225-20.)





Reproduction of Portion of Chart N° 16.

Cables 10 0 1 2 Sea Miles



Reproduction of Portion of Chart N° 3566.

0 1 2 3 Sea Miles

JAPAN—HONSHU, SOUTH COAST.

Daio Zaki (Taio Saki)—Existence of shoals south-eastward and northward of.

No. 312 (Second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1507 of 1920), are republished :—

- (1) *Position*.—At a distance of about $3\frac{1}{2}$ cables south-eastward from Daio zaki, and $3\frac{1}{10}$ cables, 187° from the centre of Daio iwa.

Lat. $34^{\circ} 16\frac{1}{2}'$ N., long. $136^{\circ} 54\frac{1}{2}'$ E.

Depth.— $4\frac{3}{4}$ fathoms (rock).

- (2) *Position*.—At a distance of about $2\frac{1}{4}$ miles northward from Daio zaki and $2\frac{1}{2}$ cables, 40° from the north-eastern extremity of the point northward of Shijima village.

Lat. $34^{\circ} 19\frac{1}{4}'$ N., long. $136^{\circ} 54'$ E.

Depth.— $4\frac{1}{2}$ fathoms (rock).

(3) *Position*.—At a distance of $1\frac{1}{4}$ cables, 40° from (2).

Depth.— $4\frac{1}{2}$ fathoms.

(4) *Position*.—At a distance of 2 cables, 40° from (2).

Depth.— $4\frac{1}{4}$ fathoms.

Charts affected.—No. 994, Yeboshi bana to Anori zaki.

„ 952, Owashi wan to Atsumi wan.

Publication.—Japan Pilot, 1914, page 156.

Authority.—Japanese Government Chart. (H. 952-20.)

INDIAN OCEAN—SEYCHELLES GROUP.

Bird Island—Shoal reported westward of.

No. 313 (*Second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1519 of 1920), are republished :—

Position.—At a distance of about 5 miles westward from Bird island.

Lat. $3^{\circ} 45' 00''$ S., long. $56^{\circ} 07' 50''$ E.

Description.—A shoal of about 5 cables in extent, on which one sounding of 9 fathoms was obtained, with probably less water in places.

Note.—The above position is to be surrounded on the chart by a danger line, with the note “*Shoal repd. (1920).*”

Chart affected.—No. 721, Seychelles group, &c.

Publication.—South Indian Ocean Pilot, 1911, page 46.

Authority.—H. M. S. *Highflyer*, Hyd. Note No. 1 of 1920. (H. 6173-20.)

CHINA SEA—SOUTHERN PORTION.

Pulo Sapatu—Bank reported eastward of.

No. 314 (*Second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1527 of 1920), are republished :—

Position (approximate).—At a distance of about 54 miles eastward from Pulo Sapatu.

Lat. $10^{\circ} 02' 00''$ N., long. $110^{\circ} 00' 00''$ E.

Details.—Soundings of 29 fathoms were obtained by SS. *Gold Shell* in January 1920, on passage from Singapore to Tsing tau, the middle of the line of soundings being in the above position.

Note.—A depth of 29 fathoms with an incomplete danger line is to be inserted on the charts with the note “*Repd. (1920) P.A.*”

Charts affected.—No. 2660a, China sea, southern portion—western sheet.

„ 1263, China sea.

„ 748b, Indian ocean—northern portion.

Publication.—China Sea Pilot, Vol. III, 1912, page 106.

Authority.—U.S.A. Hyd. Office Notice No. 2963 of 1920. (H. 6550-20.)

AUSTRALIA—EAST COAST. NORTHUMBERLAND ISLANDS

*High Peak Island—Intended new light.**No. 315 (Second publication).—**Subject.*—It is proposed to establish a flashing white light (U) on High Peak Island, on or about 31st December 1920.*Position.*—On summit of islet (200 feet) off eastern extreme of High Peak Island.Lat. $21^{\circ} 57'$ S., long. $150^{\circ} 43'$ E., on chart No. 346.*Details—**Character.*—*Flashing White Light*, showing *one* flash every *five* seconds, thus :—

Flash	Eclipse.
$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

Elevation.—215 feet.*Visibility.*—20 miles.*Power.*—5,000 candles.*Structure.*—Lantern painted white, carried on square concrete cylinder house. Height 22 feet.*Remarks.*—The light will be unwatched.The light will be visible from about 110° (S. 78° E. Mag.), through south, west and north, to 40° (N. 32° E. Mag.); obscured elsewhere.*Note.*—No further notice will be given.*Charts affected.*—No. 346, Keppel Isles to Percy Isles.

„ 808, Approaches to Shoalwater Bay.

„ 2763, Coral Sea and Great Barrier Reefs, sheet I.

„ 2759a, Australia, northern portion.

„ 780, Pacific Ocean, south-west sheet.

Publication.—Australia Pilot, Vol. IV, 1917, pages 97 and 98.*Authority.*—Melbourne Notice No. 21 of 1920.

AUSTRALIA, EAST COAST—INNER BARRIER ROUTE.

*V. Reef—Beacon discontinued.**No. 316 (Second publication).—**Subject.*—The square black beacon formerly situated on the north-west end of V. Reef, 3 miles eastward of Hannibal Islands, has been discontinued.*Position.*—Lat. $11^{\circ} 35'$ S., long. $143^{\circ} 00'$ E., on chart No. 2919*Charts affected.*—No. 2919, Cape Grenville to Cape York.

„ 2354, Cape Grenville to Booby Island.

„ 2764, Coral Sea and Great Barrier Reefs, sheet II.

Publication.—Australia Pilot, Vol. IV, 1917, page 293.*Authority.*—Melbourne Notice No. 22 of 1920.

AFRICA—EAST COAST.

Lindi River—Prohibited anchorage abolished.

No. 317 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 142M. of 1920), are republished :—

Former Notice.—No. 66M. of 1919. (*This Office No. 305 of 1919.*)

Position.—Lat. $9^{\circ} 59'$ S.

Long. $39^{\circ} 44'$ E.

Details.—The submarine cable at Lindi no longer exists.

Date removed.—Picked up in April 1919 by the Eastern Telegraph Company.

Charts affected.—No. 681, Lindi River.

„ 1808, Cape Delgado to Kilwa.

Publication.—East Coast of Africa Pilot, Part III, 1915, page 329.

Authority.—Director, Royal Indian Marine, Bombay.

INDIA, WEST COAST—DELTA OF THE INDUS.

Baghiar Mouth—Barges broken adrift, south-westward of.

No. 318 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 145M. of 1920), are republished :—

Position.—At a distance of about $25\frac{1}{2}$ miles 215° from Baghiar Mouth, Mull beacon.

Lat. $23^{\circ} 32'$ N.

Long. $67^{\circ} 26'$ E.

Details.—The Master of SS. “Bombay” reports that the barges Nos. 41 and 42 have broken adrift, owing to the stress of weather, and they appear to be drifting inshore.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 118, Kediwari Mouth to Nirani Creek.

„ 39, Sind and Kutch Coasts.

„ 826, Karachi to Vengurla.

Authority.—Marine Transport Officer, Kiamari (Karachi), Telegram, dated 14th October 1920.

INDIA, BAY OF BENGAL.

HUGLI RIVER APPROACH, SANDHEADS.

- | | | |
|----------------------------------|-----|----------------------------------|
| (1) Eastern Channel light-vessel | ... | } Alterations in positions, etc. |
| (2) Intermediate light-vessel | ... | |
| (3) Lower Gaspar light-vessel | ... | |

The “Mermaid” wreck buoy removed.

Cruising Station, etc., of the Pilot vessel.

No. 319 I (second publication)—

Subject.—It is hereby notified that, on or about the 1st January 1921, the following light vessels off the mouth of the river Hugli will be placed in new positions, details of which and of the pilot vessel are given below:—

EASTERN CHANNEL LT. VL.

Will be moved $3\frac{1}{2}$ miles due south into the following position in 22 fathoms:—

Latitude $20^{\circ} 53' 00''$ N.

Longitude $88^{\circ} 12' 07''$ E.

There will be no alteration in the present characteristics of the light or in the exhibition of the blue light.

INTERMEDIATE LT. VL.

Will be moved $2\frac{1}{2}$ miles due south into the following position in $7\frac{1}{2}$ fathoms:—

Latitude $21^{\circ} 11' 20''$ N.

Longitude $88^{\circ} 12' 07''$ E.

Day.—Carries a black half-ball at the mast head with the spherical side downwards; the hull painted red and the name of the station displayed in white letters on her side.

Night.—Displays a single flashing light of one second light and one second dark from a lattice work superstructure erected on the forecastle, 31 feet above the water and visible, in clear weather, 11 miles.

It also carries a fixed stern light 18 feet above the water, and visible all round the horizon.

Note.—The "Mermaid" wreck buoy will be removed.

LOWER GASPAR LT. VL.

Will be moved $2\frac{1}{2}$ miles, 148° into the following position, in 5 fathoms, *i.e.* the present position of the Upper Sangor Sand buoy:—

Latitude $21^{\circ} 24' 58''$ N.

Longitude $88^{\circ} 09' 11''$ E.

There will be no alteration in the present characteristics of the light or in the exhibition of the blue light.

Note.—The Longitudes depend on Madras Observatory being in Longitude $80^{\circ} 14' 54.2''$ E.

PILOT VESSEL.

A steam pilot vessel fitted with Wireless Telegraph, painted white, with three masts and a yellow funnel, cruises off the entrance to the river Hugli in the vicinity of the Eastern Channel light-vessel, usually to the southward.

Light exhibited from—

During the south-west monsoon period, 15th March to 31st October, the pilot-vessel will exhibit every half hour between sunset and sunrise a searchlight beam at an elevation of 30° .

The light will be revolved from east to west through south and back again, the total period of exhibition being one minute.

Note.—A note with regard to this light has been placed on the charts.

Charts affected.—No. 814, The Sandheads, False Point to Malta river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1920, Nos. 606, 607, 610.

Bay of Bengal Pilot, 1910, pages 289, 298, 290.

Authority.—Calcutta Port Commissioners' River Notice No. 361 of 29th October 1920 and the Port Officer, Calcutta.

The 25th October 1920.

JAPAN—HOKUSHU, SOUTH COAST.

Chikyu Misaki lighthouse—Fog-signal established.

No. 303 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1440 of 1920), are republished :—

Position.—Chikyu misaki lighthouse, lat. $42^{\circ} 18' N.$, long. $140^{\circ} 59\frac{1}{2}' E.$

Description.—A siren sounding one blast every sixty-four seconds, thus :

Blast,	silent.
4 sec.	60 sec.

Charts affected.—No. 3591, Iburi wan or Uchiura wan.
„ 2405, the Kuril islands.

Publications.—List of Lights, Part VI, 1920, No. 2100.
Japan Pilot, 1914, page 720.

Authority.—Tokyo Notice No. 1450 of 1920. (H. 96-20.)

JAPAN.

Shimonoseki Kaikyo approaches—Amendments to charts with regard to shoals.

No. 304 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1448 of 1920), are republished :—

1. Existence of shoals :

(a) *Position.*—Lat. $33^{\circ} 59' 59'' N.$, long. $130^{\circ} 42' 02'' E.$

Depth.—Less than 6 feet.

Note.—Koshiki reef is to be extended to the north-westward on the charts to include this shoal.

(b) *Position.*—Lat. $34^{\circ} 00' 10'' N.$, long. $130^{\circ} 43' 18'' E.$

Depth.— $2\frac{1}{2}$ fathoms.

Note.—The shoal extending southward from North Siro sima is to be extended on the charts to include this shoal and the $3\frac{1}{4}$ -fathom depth close northward of the above position is to be expunged.

(c) *Position.*—At a distance of about 9 cables westward from Shirasu lighthouse.

Lat. $33^{\circ} 58' 54'' N.$, long. $130^{\circ} 46' 07'' E.$

Depth.— $2\frac{3}{4}$ fathoms.

2. Decreased depth on shoals :

(a) *Position.*—Lat. $33^{\circ} 58' 14'' N.$, long. $130^{\circ} 43' 48'' E.$

Depth.— $3\frac{1}{2}$ fathoms (rock) instead of $4\frac{3}{4}$ fathoms shown on the charts.

(b) *Position.*—Lat. $33^{\circ} 56' 42'' N.$, long. $130^{\circ} 46' 25'' E.$

Depth.— $4\frac{3}{4}$ fathoms instead of $5\frac{1}{2}$ fathoms shown on the charts.

Charts affected.—No. 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

„ 358, Western coasts of Kiusiu and Honshu (1 (a)),
(2 (a)).

Publication.—Japan Pilot, 1914, pages 552, 553, 554.

Authority.—Japanese Government Chart. (H. 951-20).

CHINA SEA—FORMOSA ISLAND.

Pinamu—Light re-exhibited ; Alteration in characteristics.

*No. 305 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1449 of 1920), are republished :—

Former Notice.—No. 2012 of 1919. (*This office No. 6 of 1920.*)

Position.—In the position of the old lighthouse which was destroyed in the year 1919.

Lat. $22^{\circ} 44\frac{1}{2}'$ N., long. $121^{\circ} 09'$ E.

New abridged description.—Lt. Fl., ev. 3 sec., 56 ft., vis. 13 m.

Alteration.—The elevation, visibility and structure of the new light differ from those of the former light, and are now as follows :—

Elevation.—56 feet.

Visibility.—13 miles, from 222° , through west, to 46° .

Structure.—White octagonal concrete tower, 27 feet in height.

Remarks.—The character of the light is unaltered.

Note.—The note "Destroyed 1919" is to be expunged from the charts.

Charts affected.—No. 1968, Formosa island and strait.

„ 2661b, China sea, northern portion—eastern sheet.

„ 1262, Hongkong to Gulf of Liao-tung.

Publications.—List of Lights, Part VI, 1920, No. 1848.

China Sea Pilot, Vol. V, 1912, page 201.

Authority.—Tokyo Notice No. 165 of 1920. (*H. 6081-20.*)

JAPAN—HONSHŪ, WEST COAST—SADO.

Haiki Zaki—Light established.

*No. 306 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1450 of 1920), are republished :—

Position.—Lat. $38^{\circ} 19' 57''$ N., long. $138^{\circ} 30' 45''$ E.

Abridged description.—Lt. Gp. Fl. (3), ev. 30 sec., 242 ft., vis. 22 m.

Characteristics :

Character.—Group flashing white showing three flashes in quick succession every thirty seconds.

Elevation.—242 feet.

Visibility.—22 miles, from 92° through south to 358° . The light may be obscured by Futatsugame summit from 95° to 98° .

Power.—2,000 candles.

Structure.—White octagonal concrete tower, 55 feet in height.

Charts affected.—No. 3003, Ando zaki to Otose zaki.

„ 2347, Honshū, Kinsiu and Shikoku, &c.

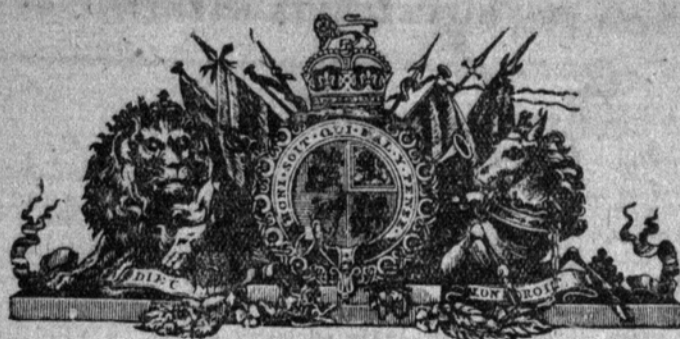
„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1920, No. 2141.

Japan Pilot, 1914, page 650.

Authority.—Tokyo Notice No. 1449 of 1920. (*H. 95-20.*)

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.



The Calcutta Gazette

WEDNESDAY, NOVEMBER 24, 1920.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.

C. B. BAYLEY,
Dy. Secy. to the Govt. of Bengal.

CALCUTTA, the 15th November 1920.

INDIA—EAST COAST—BAY OF BENGAL.

Madras Harbour, Breakwater—Non-exhibition of temporary light.

No. 327 (*first publication*).—

The temporary fixed red light at the north end of break-water visible three miles referred to in this office Notice to Mariners No. 177 of 1920 will not be exhibited from 1st November 1920 until further notice.

Authority.—Madras Notice No. 34 of 1st November 1920.

AUSTRALIA—SOUTH COAST—BASS STRAIT.

Deal Island Light—Intended alteration in Characteristics—Signal Station to be discontinued.

No. 328 (*first publication*).—

Subject.—The Revolving White Light on Deal Island will be replaced by a Group Flashing White Light (U), and further, that the Signal Station will be discontinued on or about 1st February, 1921.

Position.—On summit of Deal Island, South West end.

Lat. 39° 29' S., Long. 147° 19' E. on Chart No. 1695a.

Character.—Group Flashing White Light showing three flashes in quick succession every nine seconds thus:—

Flash.	Eclipse.	Flash.	Eclipse.	Flash.	Eclipse.
$\frac{1}{3}$ sec.	1 sec.	$\frac{1}{3}$ sec.	1 sec.	$\frac{1}{3}$ sec.	6 secs.

Power.—3000 candles.

Visibility.—17 miles.

Caution.—The Light will not be visible within a radius of about 4 miles of Deal Island.

Remarks.—The Light will be unwatched.
The Signal Station will be discontinued.
The other details of the light will remain unchanged.

Note.—No further notice will be issued.

Charts affected.—No. 1695a, Bass Strait, eastern sheet.
„ 3169, Port Phillip to Gabo Island.
„ 2759b, Australia, southern portion.
„ 788, Melbourne to Cape Horn, western sheet.
„ 1694, Plans of Anchorages in Bass Strait—Murray Pass.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2502.
Australia Pilot, Vol. II, 1918, pages 210 and 211.

Authority.—Melbourne Notice No. 23 of 1920.

The 8th November 1920.

JAPAN—HONSHŪ, EAST COAST.

Kesennuma Bays—Caution.

No. 320 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1547 of 1920), are republished:—

Position.—O shima lighthouse, lat. $38^{\circ} 50\frac{1}{4}'$ N., long. $141^{\circ} 38\frac{1}{2}'$ E.

Caution.—The following cautionary note is to be inserted on chart No. 806 and on the plan of Kesennuma bays:—

“CAUTION.”

“*In vicinity of O Shima chart is reported to be inaccurate and should be used with caution.*”

Chart affected.—No. 806, Sendai bay to Miyako bay, with plan.

Publication.—Japan Pilot, 1914, page 241.

Authority.—Tokyo Notice No. 119 of 1920. (*H. 5355-20.*)

CHINA, SOUTH-EAST COAST.

Hongkong—Alterations in moorings.

No. 321 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1558 of 1920), are republished:—

1. Mooring-buoys established:

(i) *Position*.—Kellett island flagstaff, lat. $22^{\circ} 17\frac{1}{4}'$ N., long. $114^{\circ} 11'$ E.

Distance and bearing from Kellett island flagstaff.	Mooring-buoy.
(a) 2,720 feet, 347°	A. 28.
(b) 3,180 „ 10°	B. 29.
(c) 1,670 „ 20°	B. 30.
(d) 1,340 „ 332°	B. 31.
(e) 1,840 „ 293°	B. 32.
(f) 1,740 „ 267°	C. 34.
(g) 1,250 „ 251°	C. 33.

(ii) *Position*.—At a distance of $10\frac{4}{10}$ cables, 259°, from the red light on the coaling jetty situated on the western side of Kaulung peninsula.

Dat. 22° 18' N., long. 114° 08 $\frac{1}{4}$ ' E.

Description.—Mooring-buoy No. A. 27.

2. Mooring-buoy withdrawn:

Position.—At a distance of about 5 cables southward from the red light on the coaling jetty referred to above.

Description.—Mooring-buoy A. 21.

3. Mooring-buoys re-numbered:

Details.—The undermentioned mooring-buoys in the Northern fairway have been re-numbered as indicated:—

(a) Mooring-buoy A. 23 re-numbered A. 21.
(b) „ A. 25 „ A. 23.
(c) „ B. 27 „ B. 25.

Charts affected.—No. 1459, Hongkong harbour.

„ 3279, Hongkong waters—east. 1 (i).

„ 3280, Hongkong waters—west. [All except 1 (i).]

Authority.—King's Harbour Master, Hongkong. (H. 9357-19 & 6224-20.).

CHINA SEA—GULF OF SIAM.

(1) *Bang-Pla-Soi—Light discontinued.*

(2) *Rayong and Ban Yao river entrance—Information with regard to lights.*

No. 322 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1568 of 1920), are republished:—

(1) **Bang-Pla-Soi—**

Position.—Lat. 13° 22' N., long. 100° 57 $\frac{1}{4}$ ' E.

Details.—The occasional light at Bang-Pla-Soi has been discontinued and is to be expunged from the charts.

(2) **Rayong and Ban Yao River Entrance—**

Former Notices.—Nos. 833 and 834 of 1920. (*This office Nos. 184 and 185 of 1920.*)

Positions.—Rayong light, lat. 12° 40' N., long. 101° 14 $\frac{1}{2}$ ' E.

Koh Chik island light, Ban Yao river entrance, lat. 12° 17 $\frac{3}{4}$ ' N., long. 102° 13' E.

Details.—The above lights are not unwatched as stated in the former Notices quoted above, but are both tended by light-keepers.

Note.—The symbol “(U)” against these lights is to be expunged from the chart.

Charts affected.—No. 2721, Cape Liant to Koh Kut with plan. (2).

„ 2720, Koh Ta kut to Cape Liant. (1).

„ 2414, Gulf of Siam. (1).

Publications.—List of Lights, Part VI, 1920, Nos. 1363, 1370, 1376.
China Sea Pilot, Vol. III, 1912, pages 158, 162, 170.

Authority.—Director of Hydrographic Office, Bangkok. (H. 6344-20.)

INDIA—WEST COAST—NOVA GOA.

Mandavi River bar—Further information with regard to the depth of water.

No. 323 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 147M. of 1920), are republished :—

Former Notice—No. 137-M. of 1920. (This office No. 300 of 1920.)

Position.—Lat. 15° 29' N.

Long. 73° 48' E.

Details.—The Captain of the Ports for Portuguese India reports that the Marine Department, Nova Goa, has notified that the bar of the Mandavi River is practicable now.

The recent survey made on the 20th and 21st September 1920, at the bar of the Mandavi River and over the leading line of the “Malim” and “Campal” marks reveals a least depth of 14 feet at high water.

Chart affected.—No. 492, Aguada to St. George Island.

Publication.—West Coast of India Pilot, 1919, page 184.

Authority.—His Britannic Majesty's Consul for Goa, dated 14th October 1920.

INDIA—WEST COAST.

Karachi Harbour—Outer gas buoy placed in position.

No. 324 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 148M. of 1920), are republished :—

Former Notice No. 118-M. of 1920. (This Office No. 251 of 1920.)

Position approximate.—At a distance of about $3\frac{7}{10}$ cables eastward of the light on the end of the Manora break-water.

Lat. 24° 47' N.

Long. 67° 59½' E.

Details.—The outer red conical buoy, exhibiting an occulting red light, and marking the eastern limit of the entrance channel has been relaid in its position.

Charts affected.—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari Mouth.

Publications.—West Coast of India Pilot, 1919, page 337.

Indian List of Lights, in press.

Authority.—The Port Officer, Karachi, Telegram, dated 19th October 1920.

PERSIAN GULF.

Perforated rock—Submerged object reported northward of.

No. 325 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 150M. of 1920), are republished :—

Details.—The Master of s.s. "La'Plata" reports that he struck a submerged object approximately in the following position.

Position.—Lat. $26^{\circ} 23' N.$
Long. $56^{\circ} 23' E.$

Caution.—Mariners are hereby warned accordingly.

Charts affected.—No. 753, Entrance of the Persian Gulf.
„ 2837a, Persian Gulf—Eastern Sheet.
„ 748b, Indian Ocean, northern portion.

Publication.—Persian Gulf Pilot, 1915, page 70.

Authority.—The Port Officer, Bombay, dated 5th October 1920.

INDIA—WEST COAST.

Buoys between Alibag and Bhatkal relaid.

No. 326 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 151M. of 1920), are republished :—

Former Notice—No. 95M. of 1920. (*This office No. 199 of 1920.*)

Details.—The following buoys which were withdrawn during the south-west Monsoon were relaid in their respective positions on the dates noted against them :—

Alibag Buoy	...	...	28th September 1920.
Bankot Creek Buoy	...	...	27th September 1920.
Ambalgarh Reef Buoy	...	...	25th September 1920.
Malvan Fort Harbour	...	...	17th September 1920.
Malvan Johnston Castle Rock Buoy	...	...	6th September 1920.
Malvan Rajkot Fort Buoy	...	...	18th September 1920.
Chaldea Rock Buoy	...	...	19th September 1920.
Vengurla Bupra Rock Buoy	...	...	23rd September 1920.
Bhatkal Rock Buoy	...	...	28th September 1920.
Madeshwar Dart Rock Buoy	...	...	13th September 1920.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 20th October 1920.

The 1st November 1920.

PHILIPPINE ISLANDS—PALAWAN, EAST COAST.

Green Island Bay to Coral Bay—Amendments to charts with regard to shoals.

No. 307 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1472 of 1920), are republished :—

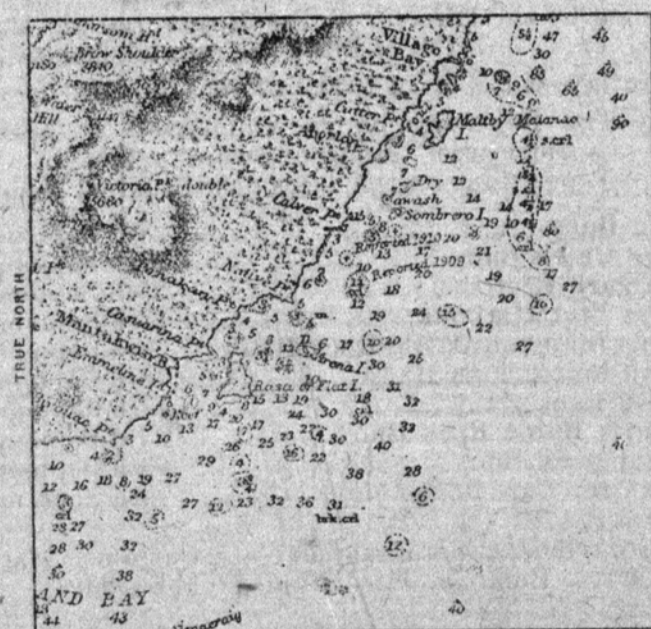
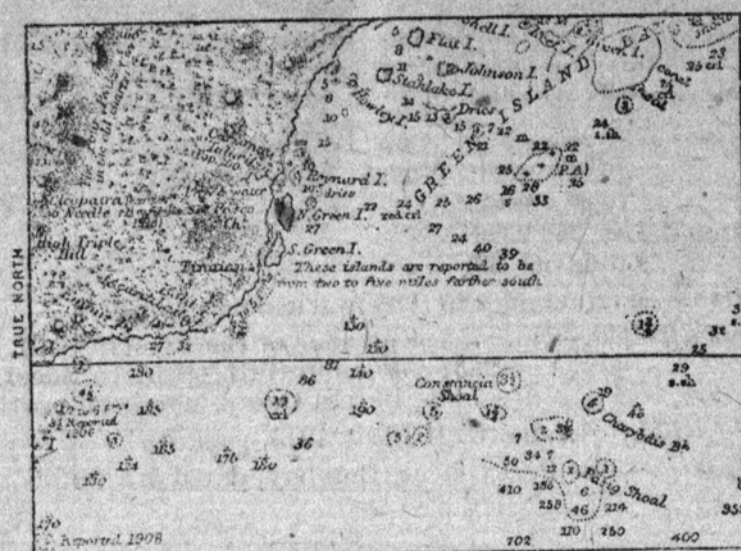
Position.—Green island, lat. $10^{\circ} 17' N.$, long. $119^{\circ} 29' E.$

Details.—Amendments to the charts with regard to shoals between Green island bay and Coral bay, embodying the latest information, are shown on the accompanying reproductions of portions of charts Nos. 967, 2660b and 1263.

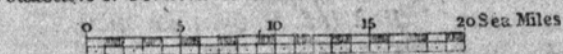
Charts affected.—No. 967, Palawan island.
„ 2660b, China sea, southern portion—eastern sheet.
„ 1263, China sea.

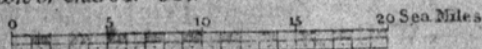
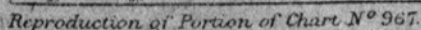
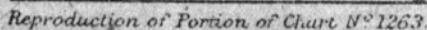
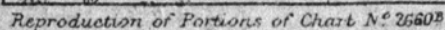
Publication—Eastern Archipelago Pilot, Part I, 1911, pages 94 to 110.

Authority—U. S. A. Government Chart. (H. 1087-20.)



Reproduction of Portions of Chart N° 967.





JAPAN—SHIMONOSEKI KAIKYO.

Hiko Shima, south coast—Light established; Light discontinued; Light buoy established.

No. 308 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1475 of 1920), are republished:—

1. Light established:

Position.—On the south-western extremity of Kanenotsurumisaki, at a distance of about $4\frac{1}{2}$ cables eastward from Manaita iwa.

Lat. $33^{\circ} 54\frac{1}{2}'$ N., long. $130^{\circ} 54\frac{1}{2}'$ E.

Abridged description.—(U) Lt. Occ., *ev.* 6 sec., 33 ft., *vis.* 11 m.

Characteristics:

Character.—Occulting white every six seconds, thus:

Light,	eclipse.
3 sec.	3 sec.

Elevation.—33 feet.

Visibility.—11 miles.

Power.—200 candles.

Structure.—White wooden pole, 30 feet in height.

Remarks.—This light is unwatched.

2. Light discontinued:

Position.—On Manaita iwa.

Lat. $33^{\circ} 54\frac{1}{2}'$ N., long. $130^{\circ} 53\frac{1}{2}'$ E.

Description.—A fixed green light.

Remarks.—It is intended to demolish the beacon from which the light was formerly exhibited.

3. Light-buoy established:

Position.—At a distance of $2\frac{6}{10}$ cables, 304° , from the site of Manaita iwa light beacon.

Lat. $34^{\circ} 55'$ N., long. $130^{\circ} 53\frac{1}{2}'$ E.

Description.—Black conical light-buoy exhibiting a fixed green light.

Charts affected.—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo. (1 and 2).

„ 2875, Naikai (Seto uchi) or Inland sea. (1 and 2).

Publications.—List of Lights, Part VI, 1920, No. 1920.

Japan Pilot, 1914, page 570.

Authority.—Tokyo, Department of Communications, Notices Nos. 1119 and 1187 of 1920. (H. 5951-20.)

NEW ZEALAND—SOUTH ISLAND, BLUFF HARBOUR.

Channel Rocks light-vessel—Light reported irregular.

No. 309 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1492 of 1920), are republished:—

Former Notice.—No. 1367 of 1920. (This office No. 297 of 1920.)

Position.—On the north-eastern edge of the Channel rocks.

Lat. $46^{\circ} 36\frac{1}{2}'$ S., long. $168^{\circ} 21\frac{1}{2}'$ E.

Details.—The occulting white light of this light vessel is not working satisfactorily, and until further notice no reliance must be placed on it.

Note.—The note “(Reported irregr. 1920)” is to be placed against the light on the charts.

Charts affected.—No. 3484, Awarua or Bluff harbour.

„ 2540, Approaches to Awarua or Bluff harbour.

Publications.—List of Lights, Part VI, 1920, No. 3057.

New Zealand Pilot, 1919, page 466.

Authority.—Wellington Notice No. 43 of 1920. (H. 6279-20.)

CHINA SEA—GULF OF SIAM.

Bangkok River approach—Wreck removed; Wreck-marking vessel withdrawn.

No. 310 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1505 of 1920), are republished :—

Former Notice.—No. 1366 of 1920. (*This office No. 296 of 1920.*)

Position.—At a distance of about $2\frac{3}{4}$ cables northward from the Outer bar light vessel, and $10\frac{1}{2}$ cables south-eastward from Regent light.

Lat. $13^{\circ} 28' N.$, long. $100^{\circ} 34\frac{1}{2}' E.$

Details.—The wreck of the steamboat has been removed from the above position and the wreck-marking vessel withdrawn.

Chart affected.—No. 999, Menam Chau fya or Bangkok river.

Authority.—Bangkok Notice No. 118 of 1920. (*H. 6307-20.*)

JAPAN—INLAND SEA, GULF OF OSAKA.

(1) *Hyogo Bay—Amendments to charts; Wrecks removed.*

(2) *Kobe Bay—Lights discontinued.*

No. 311 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1506 of 1920), are republished :—

(1) **Hyogo Bay.**

Position.—Wada misaki lighthouse, lat. $34^{\circ} 39' N.$, long. $135^{\circ} 11' E.$

Details.—The accompanying reproductions of portions of charts Nos. 2265, 16 and 3566 show the following necessary amendments in Hyogo bay :—

- (a) Partial completion of breakwater.
- (b) Positions of light-buoys and mooring-buoys.
- (c) Positions of lights on piers.
- (d) Withdrawal of quarantine light-vessel.

Remarks.—It will be observed that no wrecks are shown on the reproductions. With the exception of the wreck situated at a distance of 16 cables, 47° from Wada misaki lighthouse, all wrecks within a radius of 2 miles of the lighthouse have been removed or dispersed and are to be expunged from the charts.

(2) **Kobe Bay.**

Position.—No. 1 pier head, lat. $34^{\circ} 40\frac{1}{2}' N.$, long. $135^{\circ} 12' E.$

Details.—All the fixed red lights formerly shown at the outer ends of Nos. 1, 2, 3 and 4 piers together with the three red lights which marked the area under reclamation north-eastward of No. 1 pier, have been discontinued and are to be expunged from the charts.

Charts affected.—No. 2265, Kobe and Hyogo bays.

16, Kobe and Osaka.

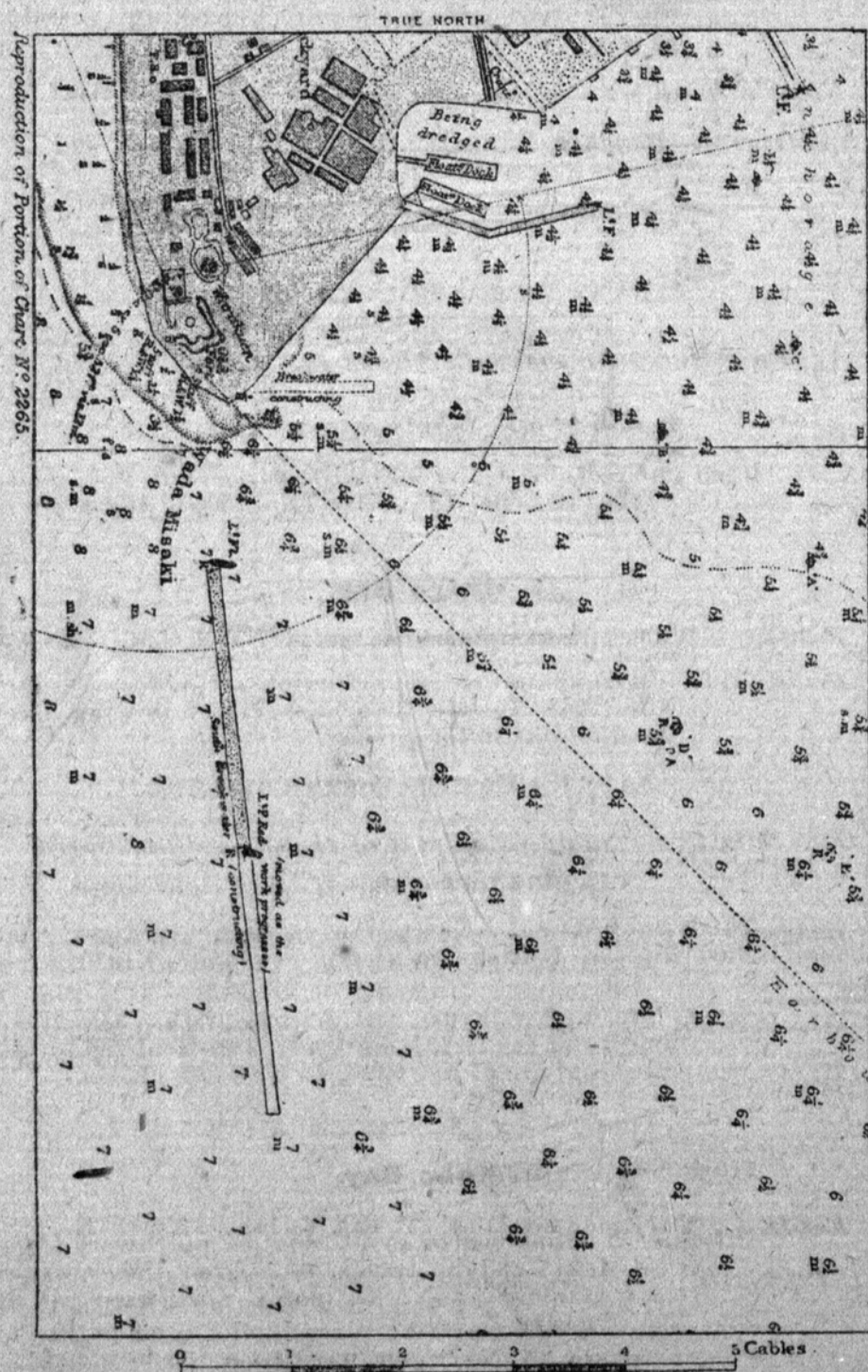
., 3566, Izumi nada and Harima nada.

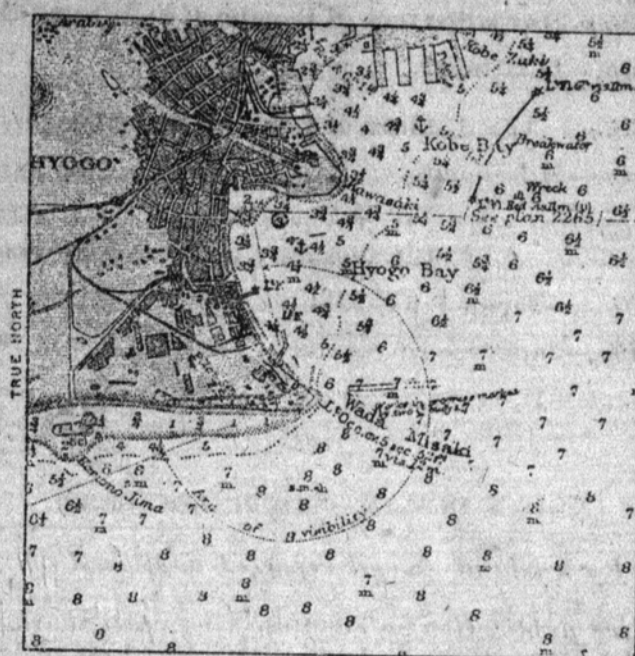
2875. Naikai (Seto uchi) or Inland sea.

Publications.—List of lights, Part VI, 1920, Nos. 1994, 1995.

Japan Pilot, 1914, pages 277, 278, 279, 280 ; Supplement No. 4, 1920.

Authority.—H. M. S. *Hawkins*, Hyd. Note No. 4 of 1920. (*H.* 5225-20.)





Reproduction of Portion of Chart N° 16.

Cables 10 0 1 2 Sea Miles



Reproduction of Portion of Chart N° 3566.

0 1 2 3 Sea Miles

JAPAN—HONSHU, SOUTH COAST.

Daio Zaki (Taio Saki)—Existence of shoals south-eastward and northward of.

No. 312 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1507 of 1920), are republished :—

- (1) *Position*.—At a distance of about $3\frac{1}{2}$ cables south-eastward from Daio zaki, and $3\frac{1}{10}$ cables, 187° from the centre of Daio iwa.

Lat. $34^{\circ} 16\frac{1}{2}'$ N., long. $136^{\circ} 54\frac{3}{4}'$ E.

Depth.— $4\frac{3}{4}$ fathoms (rock).

- (2) *Position*.—At a distance of about $2\frac{1}{4}$ miles northward from Daio zaki and $2\frac{1}{2}$ cables, 40° from the north-eastern extremity of the point northward of Shijima village.

Lat. $34^{\circ} 19\frac{1}{4}'$ N., long. $136^{\circ} 54'$ E.

Depth.— $4\frac{1}{2}$ fathoms (rock).

(3) *Position*.—At a distance of $1\frac{1}{4}$ cables, 40° from (2).

Depth.— $4\frac{1}{2}$ fathoms.

(4) *Position*.—At a distance of 2 cables, 40° from (2).

Depth.— $4\frac{1}{2}$ fathoms.

Charts affected.—No. 994, Yeboshi bana to Anori zaki.

„ 952, Owashi wan to Atsumi wan.

Publication.—Japan Pilot, 1914, page 156.

Authority.—Japanese Government Chart. (*H.* 952-20.)

INDIAN OCEAN—SEYCHELLES GROUP.

Bird Island—Shoal reported westward of.

No. 313 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1519 of 1920), are republished :—

Position.—At a distance of about 5 miles westward from Bird island.

Lat. $3^{\circ} 45' 00''$ S., long. $56^{\circ} 07' 50''$ E.

Description.—A shoal of about 5 cables in extent, on which one sounding of 9 fathoms was obtained, with probably less water in places.

Note.—The above position is to be surrounded on the chart by a danger line, with the note “*Shoal repd. (1920).*”

Chart affected.—No. 721, Seychelles group, &c.

Publication.—South Indian Ocean Pilot, 1911, page 46.

Authority.—H. M. S. *Highflyer*, Hyd. Note No. 1 of 1920. (*H.* 6173-20)

CHINA SEA—SOUTHERN PORTION.

Pulo Sapatu—Bank reported eastward of.

No. 314 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1527 of 1920), are republished :—

Position (approximate).—At a distance of about 51 miles eastward from Pulo Sapatu.

Lat. $10^{\circ} 02' 00''$ N., long. $110^{\circ} 00' 00''$ E.

Details.—Soundings of 29 fathoms were obtained by SS. *Gold Shell* in January 1920, on passage from Singapore to 'Tsing tau, the middle of the line of soundings being in the above position.

Note.—A depth of 29 fathoms with an incomplete danger line is to be inserted on the charts with the note “*Repd. (1920) P.A.*”

Charts affected.—No. 2660a, China sea, southern portion—western sheet.

„ 1263, China sea.

„ 748b, Indian ocean—northern portion.

Publication.—China Sea Pilot, Vol. III, 1912, page 106.

Authority.—U.S.A. Hyd. Office Notice No. 2963 of 1920. (*H.* 6550-20.)

AUSTRALIA—EAST COAST. NORTHUMBERLAND ISLANDS.

*High Peak Island—Intended new light.**No. 315 (third publication).—**Subject.*—It is proposed to establish a flashing white light (U) on High Peak Island, on or about 31st December 1920.*Position.*—On summit of islet (200 feet) off eastern extreme of High Peak Island.Lat. $21^{\circ} 57' S.$, long. $150^{\circ} 43' E.$, on chart No. 346.*Details—**Character.*—*Flashing White Light*, showing one flash every five seconds, thus :—

Flash	Eclipse.
$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

Elevation.—215 feet.*Visibility.*—20 miles.*Power.*—5,000 candles.*Structure.*—Lantern painted white, carried on square concrete cylinder house. Height 22 feet.*Remarks.*—The light will be unwatched.The light will be visible from about 110° (S. 78° E. Mag.), through south, west and north, to 40° (N. 32° E. Mag.); obscured elsewhere.*Note.*—No further notice will be given.

Charts affected.—No. 346, Keppel Isles to Percy Isles.
 „ 808, Approaches to Shoalwater Bay.
 „ 2763, Coral Sea and Great Barrier Reefs, sheet 1.
 „ 2759a, Australia, northern portion.
 „ 780, Pacific Ocean, south-west sheet.

Publication.—Australia Pilot, Vol. IV, 1917, pages 97 and 98.*Authority.*—Melbourne Notice No. 21 of 1920.

AUSTRALIA, EAST COAST—INNER BARRIER ROUTE.

*V. Reef—Beacon discontinued.**No. 316 (third publication).—**Subject.*—The square black beacon formerly situated on the north-west end of V. Reef, 3 miles eastward of Hannibal Islands, has been discontinued.*Position.*—Lat. $11^{\circ} 35' S.$, long. $143^{\circ} 00' E.$, on chart No. 2919

Charts affected.—No. 2919, Cape Grenville to Cape York.
 „ 2354, Cape Grenville to Booby Island.
 „ 2764, Coral Sea and Great Barrier Reefs, sheet II.

Publication.—Australia Pilot, Vol. IV, 1917, page 293.*Authority.*—Melbourne Notice No. 22 of 1920.

AFRICA—EAST COAST.

Lindi River—Prohibited anchorage abolished.

No. 317 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 142M. of 1920), are republished:—

Former Notice.—No. 66M. of 1919. (*This Office No. 305 of 1919.*)

Position.—Lat. $9^{\circ} 59' S.$

Long. $39^{\circ} 44' E.$

Details.—The submarine cable at Lindi no longer exists.

Date removed.—Picked up in April 1919 by the Eastern Telegraph Company.

Charts affected.—No. 681, Lindi River.

„ 1808, Cape Delgado to Kilwa.

Publication.—East Coast of Africa Pilot, Part III, 1915, page 329.

Authority.—Director, Royal Indian Marine, Bombay.

INDIA, WEST COAST—DELTA OF THE INDUS.

Baghiar Mouth—Barges broken adrift, south-westward of.

No. 318 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 145M. of 1920), are republished:—

Position.—At a distance of about $25\frac{1}{2}$ miles 215° from Baghiar Mouth, Mull beacon.

Lat. $23^{\circ} 32' N.$

Long. $67^{\circ} 26' E.$

Details.—The Master of SS. “Bombay” reports that the barges Nos. 41 and 42 have broken adrift, owing to the stress of weather, and they appear to be drifting inshore.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 118, Kediwari Mouth to Nirani Creek.

„ 39, Sind and Kutch Coasts.

„ 826, Karachi to Vengurla.

Authority.—Marine Transport Officer, Kiamari (Karachi), Telegram, dated 14th October 1920.

INDIA, BAY OF BENGAL.

HUGLI RIVER APPROACH, SANDHEADS.

- | | | |
|----------------------------------|-----|----------------------------------|
| (1) Eastern Channel light-vessel | ... | } Alterations in positions, etc. |
| (2) Intermediate light-vessel | ... | |
| (3) Lower Gaspar light-vessel | ... | |

The “Mermaid” wreck buoy removed.

Cruising Station, etc., of the Pilot vessel.

No. 319 I (third publication)—

Subject.—It is hereby notified that, on or about the 1st January 1921, the following light vessels off the mouth of the river Hugli will be placed in new positions, details of which and of the pilot vessel are given below:—

EASTERN CHANNEL LT. VL.

Will be moved $3\frac{1}{2}$ miles due south into the following position in 22 fathoms:—

Latitude $20^{\circ} 53' 00''$ N.
Longitude $88^{\circ} 12' 07''$ E.

There will be no alteration in the present characteristics of the light or in the exhibition of the blue light.

INTERMEDIATE LT. VL.

Will be moved $2\frac{1}{2}$ miles due south into the following position in $7\frac{1}{2}$ fathoms:—

Latitude $21^{\circ} 11' 20''$ N.
Longitude $88^{\circ} 12' 07''$ E.

Day.—Carries a black half-ball at the mast head with the spherical side downwards; the hull painted red and the name of the station displayed in white letters on her side.

Night.—Displays a single flashing light of one second light and one second dark from a lattice work superstructure erected on the forecastle, 31 feet above the water and visible, in clear weather, 11 miles.

It also carries a fixed stern light 18 feet above the water, and visible all round the horizon.

Note.—The "Mermaid" wreck buoy will be removed.

LOWER GASPAR LT. VL.

Will be moved $2\frac{1}{2}$ miles, 148° into the following position, in 5 fathoms, *i.e.*, the present position of the Upper Saugor Sand buoy:—

Latitude $21^{\circ} 24' 58''$ N.
Longitude $88^{\circ} 09' 11''$ E.

There will be no alteration in the present characteristics of the light or in the exhibition of the blue light.

Note.—The Longitudes depend on Madras Observatory being in Longitude $80^{\circ} 14' 54\text{--}2''$ E.

PILOT VESSEL.

A steam pilot vessel fitted with Wireless Telegraph, painted white, with three masts and a yellow funnel, cruises off the entrance to the river Hugli in the vicinity of the Eastern Channel light-vessel, usually to the southward.

Light exhibited from—

During the south-west monsoon period, 15th March to 31st October, the pilot-vessel will exhibit every half hour between sunset and sunrise a searchlight beam at an elevation of 30° .

The light will be revolved from east to west through south and back again, the total period of exhibition being one minute.

Note.—A note with regard to this light has been placed on the charts.

Charts affected.—No. 814, The Sandheads, False Point to Malta river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1920, Nos. 606, 607, 610.

Bay of Bengal Pilot, 1910, pages 289, 298, 290.

Authority.—Calcutta Port Commissioners' River Notice No. 361 of 29th October 1920 and the Port Officer, Calcutta.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.



The Calcutta Gazette

WEDNESDAY, DECEMBER 1, 1920.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.

C. B. BAYLEY,
Dy. Secy. to the Govt. of Bengal.

CALCUTTA, the 24th November 1920.

INDIA—WEST COAST.

Bombay Approach—Caution with regard to fishing stakes.

No. 329 (first publication)—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 155M. of 1920), are republished :—

Position—At a distance of about $9\frac{1}{2}$ miles 224° , from Prong's Lighthouse.

Lat. $18^{\circ} 46'$ N.

Long. $72^{\circ} 41'$ E.

Details—Telegraphic information, dated 21st September 1920, has been received from the Master of S.S. "Karoa" that a group of fishing stakes exists in the above position, and it stretches lengthwise in the direction of 120° towards Kundari Island.

Caution—Mariners are warned to keep clear of these stakes which are considered to be dangerous to navigation, as they lie in the track of vessels approaching Bombay from the southward.

Charts affected—No. 737, Arnala Islands to Kundari Island.
„ 2736, Gulf of Kutch to Viziadrug.

Publication—West Coast of India Pilot, 1919, page 224.

Authority—The Port Officer, Bombay, dated 23rd October 1920.

PERSIAN GULF—SHATT-AL-ARAB APPROACH.

Pilot Vessel Replaced by a Steam Tug.

No. 330 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 156M. of 1920), are republished :—

Position—Shatt-al-Arab light-Vessel.

Lat. $29^{\circ} 44\frac{1}{2}'$ N.

Long. $48^{\circ} 48\frac{1}{2}'$ E.

Details—Telegraphic message, dated 25th October 1920, has been received from Basra that the steam Pilot vessel, stationed near the Shatt-al-Arab Light Vessel, has been replaced by a steam Tug.

Remarks—The position remains unchanged.

Chart affected—No. 1235, Mouth of the Euphrates.

Authority—The Port Officer, Bombay, dated 27th October 1920.

INDIA—WEST COAST.

Rajpuri Point—"Whale Reef" buoy replaced in position.

No. 331 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 157M. of 1920), are republished :—

Former Notice—Calcutta Notice No. 175 of 1920.

Position (approximate)—Lat. $18^{\circ} 17'$ N.

Long. $72^{\circ} 54\frac{3}{4}'$ E.

Details—The Dewan of Janjira notifies that the red conical buoy moored northward of Whale Reef, off Rajpuri Point, which was removed for the south-west monsoon, was replaced in position on the 17th October 1920.

Charts affected—No. 400, Janjira Harbour.

„ 738, Kundari Island to Boria Pagoda.

Authority—The Collector and Political Agent, Kolaba, dated Alibag, 23rd October 1920.

INDIA—WEST COAST.

Tellicherry Anchorage—Buoy off Talayi replaced in position.

No. 332 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 158M. of 1920), are republished :—

Former Notice No. 52-M. of 1919. (*This office No. 224 of 1919.*)

Position—At a distance of about 1 mile and 7 cables 147° from Telli-cherry Light house.

Lat $11^{\circ} 43' 25''$ N.

Long. $75^{\circ} 29' 20''$ E.

} On chart No. 747.

Details—The small spherical buoy, marking the pinnacle rock, has been replaced in its position.

Remarks—Vessels entering Talayi anchorage should pass to the southward of the buoy as before.

Charts affected—No. 1322, Anchorage on the west coast of India.

„ 747, Mount Dilli to Calicut.

Publication—West Coast of India Pilot, 1919, page 149.

Authority—Presidency Port Officer, Madras, Notice to Mariners No. 30 of 1920.

INDIA—WEST COAST.—DELTA OF THE INDUS.

Further reports of the Barge broken adrift.

No. 333 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 159M. of 1920), are republished :—

Former Notice No. 145-M. of 1920. (*This office No. 318 of 1920.*)

Position.—Lat. 23° 30' N.

Long. 67° 44' E.

Details.—Further report of the position of the barge broken adrift, notified in the former notice, has been received from the Master of S.S. "Barjora" that he passed a barge marked "Port 42" floating in the above position.

Caution.—This barge has drifted in a 97° direction since first reported, at an average rate of about 1 mile a day.

Note.—Barge No. 41 has been picked up.

Charts temporarily affected.—No. 118, Kediwari Mouth to Nirani Creek.

„ 39, Sind and Kutch Coasts.

„ 826, Karachi to Vengurla.

Authority.—Port Officer, Karachi, telegram, dated 29th October 1920.

INDIA, WEST—TRAVANCORE COAST.—KOLACHEL ANCHORAGE.

Patna rock, red buoy—Replaced in position.

No. 334 (*first publication*).—With reference to Notice to Mariners No. 136 of 1920 issued by this office, the Principal Port Officer, Travancore, Alleppey, has given further notice, dated the 17th September 1920, that the Patna rock red buoy has been replaced in position.

INDIA—WEST, TRAVANCORE COAST.

Entrance to Quilon Inner Anchorage—Buoys replaced in position.

No. 335 (*first publication*).—With reference to this office Notice to Mariners No. 135 of 1920, the Principal Port Officer, Travancore, Alleppey, has given further notice dated 16th October 1920, that the buoys marking the entrance to the Inner Anchorage, Quilon, have been replaced in the following positions :—

North (red) buoy bears from the Quilon flagstaff N. 59° E. Mag., distance about 8½ cables.

South (black) buoy bears from the Quilon flagstaff N. 33½° E. Mag., distance about 9½ cables.

The attention of Mariners is drawn to the note appearing on the chart of the Quilon Road, inset on sheet XII, West Coast of India, with reference to these buoys.

Note.—The flagstaff and the tall red chimney of Messrs. Harrison & Crosfield when in one bears N. 45½° E. Mag. and leads over the South edge of the 4½ fathom patch in the entrance channel. The chimney should be kept open slightly to the south when passing through the channel.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel—Temporarily replaced by a country brig.

No. 336-I (first publication).—

Subject.—The South Patches light-vessel "Sarsuti" will be removed from her station on the 1st January 1921 and replaced early in February 1921.

During her absence a 100-ton country brig will be moored in the same position. She will have "S. P." painted in large letters on each side. By day she will carry a black ball on her starboard foretop sail yardarm, and by night she will exhibit two ordinary ship's riding lights, in a horizontal position, one at each foretop sail yardarm and will also burn a flare every half hour.

Position.—Lat. $21^{\circ} 29' N.$, long. $91^{\circ} 37' E.$

Charts affected.—No. 829, Cocanada to Bassein river.
 „ 859, Matla river to Elephant Point.

Publications.—List of Lights, Part VI, 1920, No. 630.
 Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, Notice dated 13th November 1920.

BAY OF BENGAL.

BURMA, COAST, BASSEIN RIVER APPROACH.

Diamond Island—Existence of a wreck off.

No. 337 (first publication).—

Subject.—A small craft with 2 masts showing 3 and 5 feet above water and in the track of vessels using the northern channel is reported to have sunk in 6 fathoms.

Position (approximate).—At a distance of 5 miles, S. $44^{\circ} E.$, from Diamond Island.

Caution.—Mariners are hereby warned.

Charts affected.—No. 830, Bassein river to Pulo Penang, etc.
 „ 823, Koronge Island to White Point.
 „ 834, Bassein river and approaches.

Authority.—Principal Port Officer, Burma, Rangoon, telegram, dated the 23rd November 1920.

The 15th November 1920.

INDIA—EAST COAST—BAY OF BENGAL.

Madras Harbour, Breakwater—Non-exhibition of temporary light.

No. 327 (second publication).—

The temporary fixed red light at the north end of break-water visible three miles referred to in this office Notice to Mariners No. 177 of 1920 will not be exhibited from 1st November 1920 until further notice.

Authority.—Madras Notice No. 34 of 1st November 1920.

AUSTRALIA—SOUTH COAST—BASS STRAIT.

Deal Island Light—Intended alteration in Characteristics—Signal Station to be discontinued.

No. 328 (second publication).—

Subject.—The Revolving White Light on Deal Island will be replaced by a Group Flashing White Light (U), and further, that the Signal Station will be discontinued on or about 1st February, 1921.

Position.—On summit of Deal Island, South West end.

Lat. $39^{\circ} 29' S.$, Long. $147^{\circ} 19' E.$ on Chart No. 1695a.

Character.—Group Flashing White Light showing three flashes in quick succession every nine seconds thus:—

Flash.	Eclipse.	Flash.	Eclipse.	Flash.	Eclipse.
$\frac{1}{3}$ sec.	1 sec.	$\frac{1}{3}$ sec.	1 sec.	$\frac{1}{3}$ sec.	6 secs.

Power.—3000 candles.

Visibility.—17 miles.

Caution.—The Light will not be visible within a radius of about 4 miles of Deal Island.

Remarks.—The Light will be unwatched.

The Signal Station will be discontinued.

The other details of the light will remain unchanged.

Note.—No further notice will be issued.

Charts affected.—No. 1695a, Bass Strait, eastern sheet.

„ 3169, Port Phillip to Gabo Island.

„ 2759b, Australia, southern portion.

„ 788, Melbourne to Cape Horn, western sheet.

„ 1694, Plans of Anchorages in Bass Strait—Murray Pass.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2502.

Australia Pilot, Vol. II, 1918, pages 210 and 211.

Authority.—Melbourne Notice No. 23 of 1920.

The 8th November 1920.

JAPAN—HONSHŪ, EAST COAST.

Kesennuma Bays—Caution.

No. 320 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1547 of 1920), are republished:—

Position.—Oshima lighthouse, lat. $38^{\circ} 50\frac{1}{4}' N.$, long. $141^{\circ} 38\frac{1}{2}' E.$

Caution.—The following cautionary note is to be inserted on chart No. 806 and on the plan of Kesennuma bays:—

“CAUTION.”

“In vicinity of O Shima chart is reported to be inaccurate and should be used with caution.”

Chart affected.—No. 806, Sendai bay to Miyako bay, with plan.

Publication.—Japan Pilot, 1914, page 241.

Authority.—Tokyo Notice No. 119 of 1920. (H. 5355-20.)

CHINA, SOUTH-EAST COAST.

Hongkong—Alterations in moorings.

No. 321 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1558 of 1920), are republished:—

1. Mooring-buoys established:

(i) *Position.*—Kellett island flagstaff, lat. $22^{\circ} 17\frac{1}{4}' N.$, long. $114^{\circ} 11' E.$

Distance and bearing from
Kellett island flagstaff.

Mooring-buoy.

(a)	2,720 feet, 347°	...	...	...	A. 28.
(b)	3,180 „ 10°	...	...	...	B. 29.
(c)	1,670 „ 20°	...	...	...	B. 30.
(d)	1,340 „ 332°	...	...	...	B. 31.
(e)	1,840 „ 293°	...	...	...	B. 32.
(f)	1,740 „ 267°	...	...	...	C. 34.
(g)	1,250 „ 251°	...	...	...	C. 33.

(ii) *Position*.—At a distance of $10\frac{4}{10}$ cables, 259°, from the red light on the coaling jetty situated on the western side of Kaulung peninsula.

Lat. 22° 18' N., long. 114° 08½' E.

Description.—Mooring-buoy No. A. 27.

2. Mooring-buoy withdrawn :

Position.—At a distance of about 5 cables southward from the red light on the coaling jetty referred to above.

Description.—Mooring-buoy A. 21.

3. Mooring-buoys re-numbered :

Details.—The undermentioned mooring-buoys in the Northern fairway have been re-numbered as indicated :—

(a)	Mooring-buoy A. 23 re-numbered A. 21.
(b)	„ A. 25 „ A. 23.
(c)	„ B. 27 „ B. 25.

Charts affected.—No. 1459, Hongkong harbour.

„ 3279, Hongkong waters—east. 1 (i).

„ 3280, Hongkong waters—west. [All except 1 (i).]

Authority.—King's Harbour Master, Hongkong. (H. 9357-19 & 6224-20.)

CHINA SEA—GULF OF SIAM.

(1) *Bang-Pla-Soi—Light discontinued.*

(2) *Rayong and Ban Yao river entrance—Information with regard to lights.*

No. 322 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1568 of 1920), are republished :—

(1) **Bang-Pla-Soi—**

Position.—Lat. 13° 22' N., long. 100° 57½' E.

Details.—The occasional light at Bang-Pla-Soi has been discontinued and is to be expunged from the charts.

(2) **Rayong and Ban Yao River Entrance—**

Former Notices.—Nos. 833 and 834 of 1920. (*This office Nos. 184 and 185 of 1920.*)

Positions.—Rayong light, lat. 12° 40' N., long. 101° 14½' E.

Koh Ohik island light, Ban Yao river entrance, lat. 12° 17½' N., long. 102° 13' E.

Details.—The above lights are not unwatched as stated in the former Notices quoted above, but are both tended by light-keepers.

Note.—The symbol “(U)” against these lights is to be expunged from the chart.

Charts affected.—No. 2721, Cape Liant to Koh Kut with plan. (2).
 „ 2720, Koh Ta kut to Cape Liant. (1).
 „ 2414, Gulf of Siam. (1).

Publications.—List of Lights, Part VI, 1920, Nos. 1363, 1370, 1376.
 China Sea Pilot, Vol. III, 1912, pages 158, 162, 170.

Authority.—Director of Hydrographic Office, Bangkok. (H. 6344-20.)

INDIA—WEST COAST—NOVA GOA.

Mandavi River bar—Further information with regard to the depth of water.

No. 323 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 147M. of 1920), are republished :—

Former Notice—No. 137-M. of 1920. (*This office No. 300 of 1920.*)

Position.—Lat. 15° 29' N.

Long. 73° 48' E.

Details.—The Captain of the Ports for Portuguese India reports that the Marine Department, Nova Goa, has notified that the bar of the Mandavi River is practicable now.

The recent survey made on the 20th and 21st September 1920, at the bar of the Mandavi River and over the leading line of the “Malim” and “Campal” marks reveals a least depth of 14 feet at high water.

Chart affected.—No. 492, Aguada to St. George Island.

Publication.—West Coast of India Pilot, 1919, page 184.

Authority.—His Britannic Majesty's Consul for Goa, dated 14th October 1920.

INDIA—WEST COAST.

Karachi Harbour—Outer gas buoy placed in position.

No. 324 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 148M. of 1920), are republished :—

Former Notice No. 118-M. of 1920. (*This Office No. 251 of 1920.*)

Position approximate.—At a distance of about 3 $\frac{1}{2}$ cables eastward of the light on the end of the Manora break-water.

Lat. 24° 47' N.

Long. 67° 59 $\frac{1}{2}$ ' E.

Details.—The outer red conical buoy, exhibiting an occulting red light, and marking the eastern limit of the entrance channel has been relaid in its position.

Charts affected.—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari Mouth.

Publications.—West Coast of India Pilot, 1919, page 337.

Indian List of Lights, in press.

Authority.—The Port Officer, Karachi, Telegram, dated 19th October 1920.

PERSIAN GULF.

Perforated rock—Submerged object reported northward of.

*No. 325 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 150M. of 1920), are republished :—

Details.—The Master of s.s. "La'Plata" reports that he struck a submerged object approximately in the following position.

Position.—Lat. $26^{\circ} 23'$ N.
Long. $56^{\circ} 23'$ E.

Caution.—Mariners are hereby warned accordingly.

Charts affected.—No. 753, Entrance of the Persian Gulf.
" 2837a, Persian Gulf—Eastern Sheet.
" 748b, Indian Ocean, northern portion.

Publication.—Persian Gulf Pilot, 1915, page 70.

Authority.—The Port Officer, Bombay, dated 5th October 1920.

INDIA—WEST COAST.

Buoys between Alibag and Bhatkal relaid.

*No. 326 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 151M. of 1920), are republished :—

Former Notice—No. 95M. of 1920. (*This office No. 199 of 1920.*)

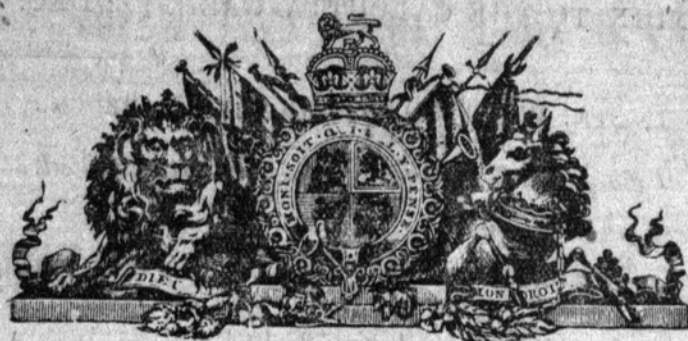
Details.—The following buoys which were withdrawn during the south-west Monsoon were relaid in their respective positions on the dates noted against them :—

Alibag Buoy	...	...	28th September 1920.
Bankot Creek Buoy	...	...	27th September 1920.
Ambalgarh Reef Buoy	...	...	25th September 1920.
Malvan Fort Harbour	...	...	17th September 1920.
Malvan Johnston Castle Rock Buoy	...	...	6th September 1920.
Malvan Rajkot Fort Buoy	...	...	18th September 1920.
Chaldea Rock Buoy	...	...	19th September 1920.
Vengurla Bubra Rock Buoy	...	...	23rd September 1920.
Bhatkal Rock Buoy	...	...	28th September 1920.
Madeshwar Dart Rock Buoy	...	...	13th September 1920.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 20th October 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, DECEMBER 8, 1920.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Offg. Port Officer of Calcutta.

C. B. BAYLEY,
Dy. Secy. to the Govt. of Bengal.

CALCUTTA, the 30th November 1920.

INDIA—WEST COAST.

DELTA OF THE INDUS.

Beacon at the Tursian Mouth re-erected.

No. 338 (first publication).—The following particulars, etc., relative to the above, issued by the Commissioner in Sind, Karachi, in Notice to Mariners (No. Gel. 1610 of 1920) are republished :—

Former Notice.—Calcutta Notice No. 283 of 1920.

Subject.—The beacon is reported to have been re-erected.

Position.—Latitude $24^{\circ} 5' 20''$ N.

Longitude $67^{\circ} 23' 27''$ E.

Elevation.—54 feet.

Structure.—Single spar with three planks in form of a triangle.

Charts affected.—No. 118, Kediwari mouth to Nirani Creek.

„ 39, Coasts of Sind and Cutch.

„ 41, Cape Monze to Kediwari mouth.

Publication.—West coast of India Pilot, 1919, page 33C.

Authority.—Chief Collector of Customs in Sind.

INDIA, WEST COAST—BOMBAY HARBOUR.

Prongs reef light-buoy—Light extinguished.

No. 39 (first publication).—

Subject.—The light of Prongs reef buoy has been extinguished until further notice.

Position.—Lat. $18^{\circ} 52' N.$, long. $72^{\circ} 49\frac{1}{4}' E.$

Charts affected.—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

Publication.—West Coast of India Pilot, 1919, page 223.

Authority.—Director of the Royal Indian Marine, Bombay, telegram, dated 29th November 1920.

INDIA—WEST COAST.

Bombay Approach—Caution with regard to fishing stakes.

No. 329 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 155M. of 1920), are republished :—

Position.—At a distance of about $9\frac{1}{2}$ miles 224° , from Prong's Light-house.

Lat. $18^{\circ} 46' N.$

Long. $72^{\circ} 41' E.$

Details.—Telegraphic information, dated 21st September 1920, has been received from the Master of S.S. "Karoa" that a group of fishing stakes exists in the above position, and it stretches lengthwise in the direction of 120° towards Kundari Island.

Caution.—Mariners are warned to keep clear of these stakes which are considered to be dangerous to navigation, as they lie in the track of vessels approaching Bombay from the southward.

Charts affected.—No. 737, Arnala Islands to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

Publication.—West Coast of India Pilot, 1919, page 224.

Authority.—The Port Officer, Bombay, dated 23rd October 1920.

PERSIAN GULF—SHATT-AL-ARAB APPROACH.

Pilot Vessel Replaced by a Steam Tug.

No. 330 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 156M. of 1920), are republished :—

Position.—Shatt-al-Arab light-Vessel.

Lat. $29^{\circ} 44\frac{1}{2}' N.$

Long. $48^{\circ} 48\frac{1}{2}' E.$

Details.—Telegraphic message, dated 25th October 1920, has been received from Basra that the steam Pilot vessel, stationed near the Shatt-al-Arab Light-Vessel, has been replaced by a steam Tug.

Remarks.—The position remains unchanged.

Chart affected.—No. 1235, Mouth of the Euphrates.

Authority.—The Port Officer, Bombay, dated 27th October 1920.

INDIA—WEST COAST.

Rajpuri Point—"Whale Reef" buoy replaced in position.

No. 331 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 157M. of 1920), are republished :—

Former Notice.—Calcutta Notice No. 175 of 1920.

Position (approximate).—Lat. $18^{\circ} 17' N.$
Long. $72^{\circ} 54\frac{1}{2}' E.$

Details.—The Dewan of Janjira notifies that the red conical buoy moored northward of Whale Reef, off Rajpuri Point, which was removed for the south-west monsoon, was replaced in position on the 17th October 1920.

Charts affected.—No. 400, Janjira Harbour.

738, Kundari Island to Boria Pagoda.

Authority.—The Collector and Political Agent, Kolaba, dated Alibag, 23rd October 1920.

INDIA—WEST COAST.

Tellicherry Anchorage—Buoy off Talayi replaced in position.

No. 332 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 158M. of 1920), are republished :—

Former Notice.—No. 52-M. of 1919. (*This office No. 224 of 1919.*)

Position.—At a distance of about 1 mile and 7 cables 147° from Tellicherry Light house.

Lat. $11^{\circ} 43' 25'' N.$
Long. $75^{\circ} 29' 20'' E.$ } On chart No. 747.

Details.—The small spherical buoy, marking the pinnacle rock, has been replaced in its position.

Remarks.—Vessels entering Talayi anchorage should pass to the southward of the buoy as before.

Charts affected.—No. 1322, Anchorage on the west coast of India.

747, Mount Dilli to Calicut.

Publication.—West Coast of India Pilot, 1919, page 149.

Authority.—Presidency Port Officer, Madras, Notice to Mariners No. 30 of 1920.

INDIA—WEST COAST—DELTA OF THE INDUS.

Further reports of the Barge broken adrift.

No. 333 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 159M. of 1920), are republished:—

Former Notice.—No. 145-M. of 1920. (*This office No. 318 of 1920.*)

Position.—Lat. $23^{\circ} 30' N.$

Long. $67^{\circ} 44' E.$

Details.—Further report of the position of the barge broken adrift, notified in the former notice, has been received from the Master of SS. "Barjora" that he passed a barge marked "Port 42" floating in the above position.

Caution.—This barge has drifted in a 97° direction since first reported, at an average rate of about 1 mile a day.

Note.—Barge No. 41 has been picked up.

Charts temporarily affected.—No. 118, Kediwari Mouth to Nirani Creek.

„ 39, Sind and Kutch Coasts.

„ 826, Karachi to Vengurla.

Authority.—Port Officer, Karachi, telegram, dated 29th October 1920.

INDIA, WEST—TRAVANCORE COAST—KOLACHEL ANCHORAGE.

Patna rock, red buoy—Replaced in position.

No. 334 (second publication).—With reference to Notice to Mariners No. 136 of 1920 issued by this office, the Principal Port Officer, Travancore, Alleppey, has given further notice, dated the 17th September 1920, that the Patna rock red buoy has been replaced in position.

INDIA—WEST, TRAVANCORE COAST.

Entrance to Quilon Inner Anchorage—Buoys replaced in position.

No. 335 (second publication).—With reference to this office Notice to Mariners No. 135 of 1920, the Principal Port Officer, Travancore, Alleppey, has given further notice, dated 16th October 1920, that the buoys marking the entrance to the Inner Anchorage, Quilon, have been replaced in the following positions:—

North (red) buoy bears from the Quilon flagstaff N. 59° E. Mag., distance about $8\frac{1}{2}$ cables.

South (black) buoy bears from the Quilon flagstaff N. $33\frac{1}{2}^{\circ}$ E. Mag., distance about $9\frac{1}{2}$ cables.

The attention of Mariners is drawn to the note appearing on the chart of the Quilon Road, inset on sheet XII, West Coast of India, with reference to these buoys.

Note.—The flagstaff and the tall red chimney of Messrs. Harrison & Crosfield when in one bears N. $45\frac{1}{2}^{\circ}$ E. Mag. and leads over the South edge of the $4\frac{1}{2}$ fathom patch in the entrance channel. The chimney should be kept open slightly to the south when passing through the channel.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel—Temporarily replaced by a country brig.

No. 336-I (second publication).—

Subject.—The South Patches light-vessel “Sarsuti” will be removed from her station on the 1st January 1921 and replaced early in February 1921.

During her absence a 100-ton country brig will be moored in the same position. She will have “S. P.” painted in large letters on each side. By day she will carry a black ball on her starboard foretop sail yardarm, and by night she will exhibit two ordinary ship’s riding lights, in a horizontal position, one at each foretop sail yardarm and will also burn a flare every half hour.

Position.—Lat. $21^{\circ} 29' N.$, long. $91^{\circ} 37' E.$

Charts affected.—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

Publications.—List of Lights, Part VI, 1920, No. 630.

Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, Notice dated 13th November 1920.

BAY OF BENGAL.

BURMA, COAST, BASSEIN RIVER APPROACH.

Diamond Island—Existence of a wreck off.

No. 337 (second publication).—

Subject.—A small craft, with 2 masts showing 3 and 5 feet above water and in the track of vessels using the northern channel is reported to have sunk in 6 fathoms.

Position (approximate).—At a distance of 5 miles, S. $44^{\circ} E.$, from Diamond Island.

Caution.—Mariners are hereby warned.

Charts affected.—No. 830, Bassein river to Pulo Penang, etc.

„ 823, Koronge Island to White Point.

„ 834, Bassein river and approaches.

Authority.—Principal Port Officer, Burma, Rangoon, telegram, dated the 23rd November 1920.

The 15th November 1920.

INDIA—EAST COAST—BAY OF BENGAL.

Madras Harbour, Breakwater—Non-exhibition of temporary light.

No. 327 (third publication).—

The temporary fixed red light at the north end of break-water visible three miles referred to in this office Notice to Mariners No. 177 of 1920 will not be exhibited from 1st November 1920 until further notice.

Authority.—Madras Notice No. 34 of 1st November 1920.

AUSTRALIA—SOUTH COAST—BASS STRAIT.

Deal Island Light—Intended alteration in Characteristics—Signal Station to be discontinued.

No. 328 (third publication).—

Subject.—The Revolving White Light on Deal Island will be replaced by a Group Flashing White Light (U), and further, that the Signal Station will be discontinued on or about 1st February, 1921.

Position.—On summit of Deal Island, South West end.

Lat. $39^{\circ} 29' S.$, Long. $147^{\circ} 19' E.$ on Chart No. 1695a.

Character.—Group Flashing White Light showing three flashes in quick succession every nine seconds thus:—

Flash.	Eclipse.	Flash.	Eclipse.	Flash.	Eclipse.
$\frac{1}{3}$ sec.	1 sec.	$\frac{1}{3}$ sec.	1 sec.	$\frac{1}{3}$ sec.	6 secs.

Power.—3000 candles.

Visibility.—17 miles.

Caution.—The Light will not be visible within a radius of about 4 miles of Deal Island.

Remarks.—The Light will be unwatched.

The Signal Station will be discontinued.

The other details of the light will remain unchanged.

Note.—No further notice will be issued.

Charts affected.—No. 1695a, Bass Strait, eastern sheet.

„ 3169, Port Phillip to Gabo Island.

„ 2759b, Australia, southern portion.

„ 788, Melbourne to Cape Horn, western sheet.

„ 1694, Plans of Anchorages in Bass Strait—Murray Pass.

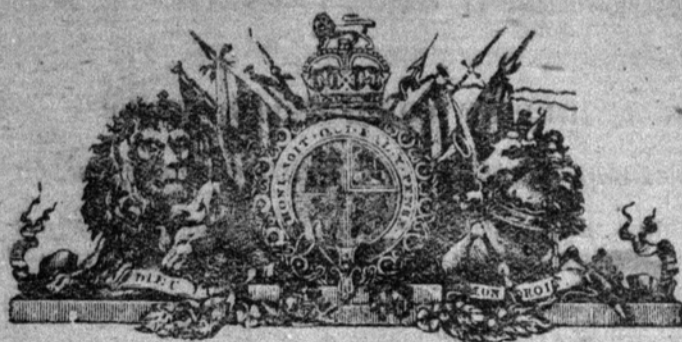
Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2502.

Australia Pilot, Vol. II, 1918, pages 210 and 211.

Authority.—Melbourne Notice No. 23 of 1920.

W. K. THYNE, COMDR., R.I.M.,

Offg. Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, DECEMBER 15, 1920.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Dy. Port Officer of Calcutta.

C. B. BAYLEY,
Dy. Secy. to the Govt. of Bengal.

CALCUTTA, the 8th December 1920.

JAPAN—HOKUSHŪ, SOUTH COAST.

Chikiu Misaki Lighthouse—Fog-Signal to be inserted on Charts Nos. 3507 and 452.

*No. 340 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1673 of 1920), are republished :—

Former Notice.—No. 1440 of 1920. (*This Office No. 303 of 1920.*)

Position.—Chikiu misaki lighthouse, lat. $42^{\circ} 18' N.$, long. $140^{\circ} 59\frac{1}{2}' E.$

Correction.—The fog-siren, the establishment of which was announced in the former Notice quoted above, is to be inserted on charts Nos. 3507 and 452, which were omitted from the list of charts affected.

Charts affected.—No. 3507, Mororan ko.

„ 452, Hokushū island and La Pérouse strait.

Authority.—Hydrographic Department. (*H. 7063-20.*)

GULF OF ADEN—GULF OF TAJURA.

Jibuti Bay—Existence of a Bank; Buoys re-established.

No. 341 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1680 of 1920), are republished :—

(1) Existence of a bank :

Position.—At a distance of about 2 miles westward from Penguin bank.

Lat. $11^{\circ} 37' 45''$ N., long. $43^{\circ} 05' 06''$ E.

Depth.— $3\frac{1}{2}$ fathoms.

Remarks.—This bank, which is about half a mile in extent is known as "El Haj bank."

(2) Buoys re-established :

(a) *Position*.—Marking the south-eastern end of Météore reef.
Lat. $11^{\circ} 38' 22''$ N., long. $43^{\circ} 07' 20''$ E.

Description.—A red conical buoy.

(b) *Position*.—Marking the eastern end of Penguin bank.

Lat. $11^{\circ} 37' 46''$ N., long. $43^{\circ} 07' 43''$ E.

Description.—A red conical buoy.

(c) *Position*.—Marking the eastern side of Étoile bank.

Lat. $11^{\circ} 36' 53''$ N., long. $43^{\circ} 06' 04''$ E.

Description.—A red conical buoy.

(d) *Position*.—Marking the western side of the drying reef extending westward from the Plateau du Héron.

Lat. $11^{\circ} 36' 49''$ N., long. $43^{\circ} 08' 36''$ E.

Description.—A black conical buoy numbered "3."

Charts affected.—No. 253, Jebel Jan to Shab Kulangarit, with plan.
,, 8e, Red sea—sheet V. (1).

Publication.—Red Sea, &c., Pilot, 1909, page 427; Revised Supplement (3) 1917.

Authority.—French Government Chart. (H. 3734-20.)

JAPAN—INLAND SEA, BINGO NADA.

Mutsu Sima—Wreck southwestward of.

No. 342 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1714 of 1920), are republished :—

Position.—At a distance of $4\frac{1}{2}$ miles, 231° , from Mutsu sima (609 ft) summit.

Lat. $34^{\circ} 15\frac{1}{4}'$ N., long. $133^{\circ} 27\frac{3}{4}'$ E.

Description.—Sunken wreck of a vessel with mast showing about 10 feet above water.

Chart affected.—No. 2875, Naikai or Inland sea.

Authority.—Tokyo Notice No. 191 of 1920. (H. 7112-20.)

INDIA—WEST COAST.

Derelict Reported.

No. 343 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 160M. of 1920), are republished :—

Date sighted—6th November 1920.

Details.—Telegraphic message, dated 6th November 1920, has been received from the Master of SS. "Alesia" reporting having passed a derelict of capsized Dhow in the following position.

Position.—Lat. $14^{\circ} 32' N.$

Long. $73^{\circ} 11' E.$

Caution.—This Derelict constitutes a danger to navigation, being in the track of shipping.

Charts temporarily affected.—No. 827, Vengurla to Cape Comorin.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

„ 748-B, Indian Ocean, northern portion.

Authority.—Director of the Royal Indian Marine, Bombay, dated 7th November 1920.

INDIA—WEST COAST.

Malvan Outer Rock Buoy—Replaced in position.

No. 344 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 161M. of 1920), are republished :—

Former Notice—No. 95-M of 1920. (*This office No. 199 of 1920.*)

Position.—Lat. $16^{\circ} 14' N.$

Long. $73^{\circ} 26' E.$

Details.—The red conical buoy moored westward of Malvan Rock, which was removed for the south-west monsoon was replaced in position on the 10th November 1920.

Charts affected.—No. 902, Malvan to Vengurla.

„ 740, Achra River to Cape Ramas.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 2nd November 1920.

PERSIAN GULF.

SHATT AL ARAB APPROACH.

Pilot vessel replaced on station.

No. 345 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 163M. of 1920), are republished :—

Former Notice—No. 156-M. of 1920. (*This office No. 330 of 1920.*)

Position.—Shatt-al Arab Light-vessel.

Lat. $29^{\circ} 44\frac{1}{2}' N.$

Long. $48^{\circ} 48\frac{1}{2}' E.$

Details.—Telegraphic message, dated 3rd November 1920, has been received from Basra, that the Steam Pilot-vessel, near the Shatt Al Arab Light-vessel, has been replaced on her station.

Remarks.—The other details are the same as described in the Supplement No. 5 relating to the Persian Gulf Pilot, 1915.

Chart affected.—No. 1235, Mouth of the Euphrates.

Publication.—Persian Gulf Pilot, 1915, page 281.

Authority.—The Port Officer, Bombay, dated 3rd November 1920.

INDIA—WEST COAST.

Janjira Harbour—Correction to Admiralty Chart No. 400.

No. 346 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 165M. of 1920), are republished :—

Details.—The astronomical position of the Light-house in the title of chart No. 400 should read $72^{\circ} 56' 25''$ E. instead of "W."

Chart affected.—No. 400, Janjira Harbour.

Authority.—The Surveyor in charge Marine Survey of India.

INDIA—WEST COAST

Jaigarh Outer light—Temporarily extinguished.

No. 347 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 166M. of 1920), are republished :—

Position.—On the Western point of Jaigarh head land.

Lat. $17^{\circ} 17' 50''$ N. } on Chart No. 739.
Long. $73^{\circ} 10' 40''$ E. }

Details.—Information has been received that the mechanism of the occulting white light, exhibited from the western point of the Jaigarh head land is out of order and the light ceased burning from 11th November 1920.

Charts temporarily affected.—No. 247, Jaigarh or Jyghur.

„ 739, Boria Pagoda to Malvan.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1919, page 203.

Admiralty List of Lights, Part VI, 1920, No. 410.

Indian List of Lights in Press.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 13th November 1920.

INDIA—WEST COAST.

Alibag—Derelict reported South-westward of.

No. 348 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 168M. of 1920), are republished :—

Date sighted.—16th November 1920.

Position.—At a distance of about 18 miles 244° from Alibag, Kolaba

Fort Light.

Lat. $18^{\circ} 30'$ N.

Long. $72^{\circ} 35'$ E.

Details.—The Master of SS. "Chinkoa" reports a Derelict of Bugalow floating, bottom up, in the above position.

Caution.—This Derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 718*b*, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 16th November 1920.

INDIA—WEST COAST.

Kundari Island—Derelict reported.

No. 349 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 169M. of 1920), are republished:—

Date sighted.—18th November 1920.

Position.—At a distance of about 17 miles 258° from Kundari Island.

Lat. 18° 38½' N.

Long. 72° 31' E.

Details.—The Master of SS. "City of Agra" reports having passed a Derelict Dhow, floating bottom up, in the above position.

Caution.—This Derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 733, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 748*b*, Indian Ocean, northern portion.

Authority.—The Director of the Royal Indian Marine, Bombay, dated 19th November 1920.

BAY OF BENGAL—CHITTAGONG COAST.

Caution.—A black conical buoy adrift.

No. 350 (first publication).—

Subject.—A black conical buoy is reported adrift in the following position, on the 7th December 1920.

Position.—Lat. 21° 20' N., long. 91° 23' E.

Caution.—Mariners are hereby warned.

Charts affected.—No. 859, Matla river to Elephant point.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

Authority.—Master of the SS. "Algic" telegram dated 7th December 1920.

INDIAN PORTS.

*Time and weather messages.**No. 351-I (first publication).—*

1. The time and weather messages, which are broadcasted twice-daily from the Radio Stations on the Indian coast, are transmitted at present at times which do not fit in with the periods of watch kept by ships with only one operator. It has therefore been decided to alter the times of transmission of the weather messages to the following from the 1st November 1920:—

From	Indian standard time.	Wave length Metres.
Bombay ...	18 hours 30 minutes and 6 hours 30 minutes	2,000
Madras ...	" " " "	2,000
Rangoon ...	" " " "	1,200
Karachi ...	19 hours and 7 hours.	2,000
Calcutta ...	" " "	2,000
Port Blair ...	" " "	1,200

Indian Standard time is $5\frac{1}{2}$ hours ahead of Greenwich mean time.

2. The time signals from Calcutta will be transmitted immediately before the weather reports. A similar arrangement will hold for the time signals which will be started at Bombay at an early date.

3. The sending station will signal the "All Station" call five times before sending the messages in order to give ship stations an opportunity of obtaining the correct adjustment of their instruments.

Authority.—Government of India, Revenue and Agriculture Department No. 1688-113 dated the 21st October 1920.

The 30th November 1920.

INDIA—WEST COAST.

DELTA OF THE INDUS.

Beacon at the Tursian Mouth re-erected.

No. 338 (second publication).—The following particulars, etc., relative to the above, issued by the Commissioner in Sind, Karachi, in Notice to Mariners (No. Gel. 1610 of 1920) are republished:—

Former Notice.—Calcutta Notice No. 283 of 1920.

Subject.—The beacon is reported to have been re-erected.

Position.—Latitude $24^{\circ} 5' 20''$ N.

Longitude $67^{\circ} 23' 27''$ E.

Elevation.—54 feet.

Structure.—Single spar with three planks in form of a triangle.

Charts affected.—No. 118, Kediwari mouth to Nirani Creek.

„ 39, Coasts of Sind and Cutch.

„ 41, Cape Monze to Kediwari mouth.

Publication.—West coast of India Pilot, 1919, page 33C.

Authority.—Chief Collector of Customs in Sind.

INDIA, WEST COAST—BOMBAY HARBOUR.

Prongs reef light-buoy—Light extinguished.

No. 339 (second publication).—

Subject.—The light of Prongs reef buoy has been extinguished until further notice.

Position.—Lat. $18^{\circ} 52' N.$, long. $72^{\circ} 49\frac{1}{4}' E.$

Charts affected.—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

Publication.—West Coast of India Pilot, 1919, page 223.

Authority.—Director of the Royal Indian Marine, Bombay, telegram, dated 29th November 1920.

INDIA—WEST COAST.

Bombay Approach—Caution with regard to fishing stakes.

No. 329 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 155M. of 1920), are republished :—

Position.—At a distance of about $9\frac{1}{2}$ miles 224° , from Prong's Light-house.

Lat. $18^{\circ} 46' N.$

Long. $72^{\circ} 41' E.$

Details.—Telegraphic information, dated 21st September 1920, has been received from the Master of S.S. "Karoa" that a group of fishing stakes exists in the above position, and it stretches lengthwise in the direction of 120° towards Kundari Island.

Caution.—Mariners are warned to keep clear of these stakes which are considered to be dangerous to navigation, as they lie in the track of vessels approaching Bombay from the southward.

Charts affected.—No. 737, Arnala Islands to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

Publication.—West Coast of India Pilot, 1919, page 224.

Authority.—The Port Officer, Bombay, dated 23rd October 1920.

PERSIAN GULF—SHATT-AL-ARAB APPROACH.

Pilot Vessel Replaced by a Steam Tug.

No. 330 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 156M. of 1920), are republished :—

Position.—Shatt-al-Arab light-Vessel.

Lat. $29^{\circ} 44\frac{1}{2}' N.$

Long. $48^{\circ} 48\frac{1}{2}' E.$

Details.—Telegraphic message, dated 25th October 1920, has been received from Basra that the steam Pilot vessel, stationed near the Shatt-al-Arab Light Vessel, has been replaced by a steam Tug.

Remarks.—The position remains unchanged.

Chart affected.—No. 1235, Mouth of the Euphrates.

Authority.—The Port Officer, Bombay, dated 27th October 1920.

INDIA—WEST COAST.

Rajpuri Point—"Whale Reef" buoy replaced in position.

No. 331 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 157M. of 1920), are republished :—

Former Notice.—Calcutta Notice No. 175 of 1920.

Position (approximate).—Lat. $18^{\circ} 17' N.$

Long. $72^{\circ} 54\frac{1}{2}' E.$

Details.—The Dewan of Janjira notifies that the red conical buoy moored northward of Whale Reef, off Rajpuri Point, which was removed for the south-west monsoon, was replaced in position on the 17th October 1920.

Charts affected.—No. 400, Janjira Harbour.

„ 738, Kundari Island to Boria Pagoda.

Authority.—The Collector and Political Agent, Kolaba, dated Alibag 23rd October 1920.

INDIA—WEST COAST.

Tellicherry Anchorage—Buoy off Talayi replaced in position.

No. 332 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 158M. of 1920), are republished :—

Former Notice.—No. 52-M. of 1919. (*This office No. 224 of 1919.*)

Position.—At a distance of about 1 mile and 7 cables 147° from Tellicherry Light house.

Lat. $11^{\circ} 43' 25'' N.$ } On chart No. 747.
Long. $75^{\circ} 29' 26'' E.$ }

Details.—The small spherical buoy, marking the pinnacle rock, has been replaced in its position.

Remarks.—Vessels entering Talayi anchorage should pass to the southward of the buoy as before.

Charts affected.—No. 1322, Anchorage on the west coast of India.

„ 747, Mount Dilli to Calicut.

Publication.—West Coast of India Pilot, 1919, page 149.

Authority.—Presidency Port Officer, Madras, Notice to Mariners No. 30 of 1920.

INDIA—WEST COAST—DELTA OF THE INDUS.

Further reports of the Barge broken adrift.

No. 333 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 159M. of 1920), are republished:—

Former Notice.—No. 145-M. of 1920. (*This office No. 318 of 1920.*)

Position.—Lat. $23^{\circ} 30' N.$

Long. $67^{\circ} 44' E.$

Details.—Further report of the position of the barge broken adrift, notified in the former notice, has been received from the Master of SS. "Barjora" that he passed a barge marked "Port 42" floating in the above position.

Caution.—This barge has drifted in a 97° direction since first reported, at an average rate of about 1 mile a day.

Note.—Barge No. 41 has been picked up.

Charts temporarily affected.—No. 118, Kediwari Mouth to Nirani Creek.

„ 39, Sind and Kutch Coasts.

„ 826, Karachi to Vengurla.

Authority.—Port Officer, Karachi, telegram, dated 29th October 1920.

INDIA, WEST—TRAVANCORE COAST—KOLACHEL ANCHORAGE.

Patna rock, red buoy—Replaced in position.

No. 334 (*third publication*).—With reference to Notice to Mariners No. 136 of 1920 issued by this office, the Principal Port Officer, Travancore, Alleppey, has given further notice, dated the 17th September 1920, that the Patna rock red buoy has been replaced in position.

INDIA—WEST, TRAVANCORE COAST.

Entrance to Quilon Inner Anchorage—Buoys replaced in position.

No. 335 (*third publication*).—With reference to this office Notice to Mariners No. 135 of 1920, the Principal Port Officer, Travancore, Alleppey, has given further notice, dated 16th October 1920, that the buoys marking the entrance to the Inner Anchorage, Quilon, have been replaced in the following positions:—

North (red) buoy bears from the Quilon flagstaff N. $59^{\circ} E.$ Mag., distance about $8\frac{1}{2}$ cables.

South (black) buoy bears from the Quilon flagstaff N. $33\frac{1}{2}^{\circ} E.$ Mag., distance about $9\frac{1}{2}$ cables:

The attention of Mariners is drawn to the note appearing on the chart of the Quilon Road, inset on sheet XII, West Coast of India, with reference to these buoys.

Note.—The flagstaff and the tall red chimney of Messrs. Harrison & Crosfield when in one bears N. $45\frac{1}{2}^{\circ} E.$ Mag. and leads over the South edge of the $4\frac{1}{2}$ fathom patch in the entrance channel. The chimney should be kept open slightly to the south when passing through the channel.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel—Temporarily replaced by a country brig.

No. 336-I (third publication).—

Subject.—The South Patches light-vessel “Sarsuti” will be removed from her station on the 1st January 1921 and replaced early in February 1921.

During her absence a 100-ton country brig will be moored in the same position. She will have “S. P.” painted in large letters on each side. By day she will carry a black ball on her starboard foretop sail yardarm, and by night she will exhibit two ordinary ship’s riding lights, in a horizontal position, one at each foretop sail yardarm and will also burn a flare every half hour.

Position.—Lat. $21^{\circ} 29'$ N., long. $91^{\circ} 37'$ E.

Charts affected.—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

Publications.—List of Lights, Part VI, 1920, No. 630.

Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, Notice dated 13th November 1920.

BAY OF BENGAL.

BURMA COAST, BASSEIN RIVER APPROACH.

Diamond Island—Existence of a wreck off.

No. 337 (third publication).—

Subject.—A small craft with 2 masts showing 3 and 5 feet above water and in the track of vessels using the northern channel is reported to have sunk in 6 fathoms.

Position (approximate).—At a distance of 5 miles, S. 44° E., from Diamond Island.

Caution.—Mariners are hereby warned.

Charts affected.—No. 830, Bassein river to Pulo Penang, etc.

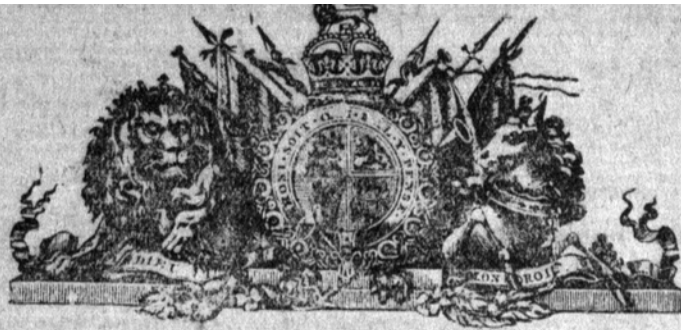
„ 823, Koronge Island to White Point.

„ 834, Bassein river and approaches.

Authority.—Principal Port Officer, Burma, Rangoon, telegram, dated the 23rd November 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, DECEMBER 22, 1920.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Dy. Port Officer of Calcutta.

C. B. BAYLEY,
Dy. Secy. to the Govt. of Bengal.

CALCUTTA, the 14th December 1920.

PHILIPPINE ISLANDS—LUZON.

Burias Pass—Non-existence of reported Rock.

No. 352 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1734 of 1920), are republished :—

Former Notice.—No. 1022 of 1920. (*This Office No. 225 of 1920.*)

Position on chart.—At a distance of about 5 miles northward of Boca Engaño.

Lat. $12^{\circ} 52' 30''$ N., long. $123^{\circ} 18' 00''$ E.

Description.—A rock marked "P. D." on the charts.

Remarks.—A careful search has failed to reveal any trace of this reported rock, and it is to be expunged from the charts accordingly.

Charts affected.—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 478.

Authority.—Director of Coast Surveys, Manila. (*H. 7417-20.*)

CHINA, EAST COAST—KYAU CHAU BAY.

Tai Kung Tau Reef—Beacon erected.

No. 353 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1735 of 1920), are republished :—

Position.—At a distance of $11\frac{1}{4}$ cables, 266° , from Tai kung tau light-house.

Lat. $35^{\circ} 57\frac{1}{2}'$ N., long. $120^{\circ} 27\frac{1}{4}'$ E.

Description.—A square iron framework beacon, painted in red and black horizontal bands, with white cylindrical top-mark, 14 feet in height.

Charts affected.—No. 857, Kyau chau bay.

„ 1255, Kyau chau bay to Lai chau bay.

„ 3480, Shantung promontory to Nagasaki.

Publication.—China Sea Pilot, Vol. V, 1912, page 412.

Authority.—Tokyo Notice No. 178 of 1920. (*H.* 7103-20.)

CHINA SEA—TONG KING GULF, HAINAN STRAIT.

Hainan Head—Wrecks northward and south-eastward of.

No. 354 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1747 of 1920), are republished :—

(1) *Position (approximate).*—At a distance of one cable, 10° , from the charted position of the beacon situated on the end of the reef extending northward from Hainan point.

Lat. $20^{\circ} 10\frac{1}{4}'$ N., long. $110^{\circ} 41\frac{1}{4}'$ E.

Description.—Stranded steamer, with funnel and masts standing and the middle part of the hull showing above water.

(2) *Position (approximate).*—On the outer edge of the reef extending from the shore midway between Hainan head and Mofu point.

Lat. $20^{\circ} 03' 15''$ N., long. $110^{\circ} 47' 00''$ E.

Description.—Stranded steamer, with funnel and one mast standing and hull showing above water.

Chart affected.—No. 876, Hainan strait, with plan.

Publication.—China Sea Pilot, Vol. III, 1912, pages 343, 344 ; Supplement No. 5, 1920.

Authority.—Mr. G. Byers, SS. *Hunan*. (*H.* 7506-20.)

CHINA SEA—GULF OF SIAM, MALAY PENINSULA.

Singora Light—Irregular.

No. 355 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1748 of 1920), are republished :—

Former Notices.—Nos. 835 and 1341 of 1920. (*This office* Nos. 186 and 292 of 1920.)

Position.—On the summit of Pagoda hill.

Lat. $7^{\circ} 12\frac{1}{2}'$ N., long. $100^{\circ} 35\frac{1}{2}'$ E.

Note.—The note "*Irregular (1920)*" is to be placed against this light on the charts.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan.
„ 2414, Gulf of Siam.

Publications.—List of Lights, Part VI, 1920, No. 1352.
China Sea Pilot, Vol. III, 1912, page 123; Supplement No. 5, 1920.

Authority.—Hydrographic Department. (*H. 7170-20.*)

CHINA, SOUTH-EAST COAST.

Hongkong Harbour—Correction to charts with regard to Alteration in Time-signals.

No. 356 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1749 of 1920), are republished :—

Former Notice.—No. 1045 of 1920. (*This office No. 231 of 1920.*)

Position.—Time-ball tower, Blackhead hill, lat. $22^{\circ} 17\frac{1}{2}'$ N., long $114^{\circ} 10\frac{1}{2}'$ E.

Correction.—The note regarding time-ball is to be amended to read as given below, on charts Nos. 3279 and 3280, which were omitted from the list of charts affected in the former Notice :—

TIME-SIGNALS.

A time-ball is dropped at 22h. 00m. 00s. Standard Time of 120th Meridian, corresponding to 14h. 00m. 00s. Greenwich Mean Time. It is also dropped at 4h. 00m. 00s. Standard Time, corresponding to 20h. 00m. 00s. Greenwich Mean Time, except on Saturdays, Sundays and Holidays. On Saturday it is dropped at 1h. 00m. 00s. Standard Time, corresponding to 17h. 00m. 00s. Greenwich Mean Time, instead of at 4h. 00m. 00s. Standard Time. At night three white vertical lights are simultaneously extinguished at various intervals between 8h. 56m. 00s. to 9h. 00m. 00s. Standard Time, corresponding to from 00h. 56m. 00s. to 1h. 00m. 00s. Greenwich Mean Time.

Charts affected.—No. 3279, Hongkong waters—East.

„ 3280, Hongkong waters—West.

Authority.—Hydrographic Department. (*H. 7464-20.*)

JAPAN—HONSHU, SOUTH COAST.

Joga Sima Light—Amended Colour.

No. 357 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1758 of 1920), are republished :—

Position.—Lat. $35^{\circ} 08\frac{1}{2}'$ N., long. $139^{\circ} 36\frac{1}{2}'$ E.

New abridged description.—Lt. Fl., Green ev. 20 sec., about 86 ft., vis. 15 m.

Details.—The correct colour of this *flashing* light is *green*.

Charts affected.—No. 2657, Gulf of Tokyo or Yedo.

„ 3334, Tokyo to Sendai bay.

„ 953, Omai saki to Tsurugi saki.

„ 996, Kii suido to Tokyo.

„ 2347, Honshu, Kiusiu and Shikoku, etc.

Publications.—List of Lights, Part VI, 1920, No. 2050.

Japan Pilot, 1914, page 190; Supplement No. 4, 1920.

Authority.—Japanese Government Light List. (H. 7504-20.)

The 8th December 1920.

JAPAN—HOKUSHŪ, SOUTH COAST.

Chikiu Misaki Lighthouse—Fog-Signal to be inserted on Charts Nos. 3507 and 452.

No. 340 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1673 of 1920), are republished :—

Former Notice.—No. 1440 of 1920. (*This Office No. 303 of 1920.*)

Position.—Chikiu misaki lighthouse, lat. $42^{\circ} 18' N.$, long. $140^{\circ} 59\frac{1}{2}' E.$

Correction.—The fog-siren, the establishment of which was announced in the former Notice quoted above, is to be inserted on charts Nos. 3507 and 452, which were omitted from the list of charts affected.

Charts affected.—No. 3507, Mororan ko.

„ 452, Hokushū island and La Pérouse strait.

Authority.—Hydrographic Department. (H. 7063-20.)

GULF OF ADEN—GULF OF TAJURA.

Jibuti Bay—Existence of a Bank; Buoys re-established.

No. 341 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1680 of 1920), are republished :—

(1) Existence of a bank :—

Position.—At a distance of about 2 miles westward from Penguin bank.

Lat. $11^{\circ} 37' 45'' N.$, long. $43^{\circ} 05' 06'' E.$

Depth.— $3\frac{1}{4}$ fathoms.

Remarks.—This bank, which is about half a mile in extent is known as “El Haj bank.”

(2) Buoys re-established :

(a) *Position.*—Marking the south-eastern end of Météore reef.
Lat. $11^{\circ} 38' 22'' N.$, long. $43^{\circ} 07' 20'' E.$

Description.—A red conical buoy.

(b) *Position.*—Marking the eastern end of Penguin bank.
Lat. $11^{\circ} 37' 46'' N.$, long. $43^{\circ} 07' 43'' E.$

Description.—A red conical buoy.

(c) *Position.*—Marking the eastern side of Étoile bank.

Lat. $11^{\circ} 36' 53''$ N., long. $43^{\circ} 06' 04''$ E.

Description.—A red conical buoy.

(d) *Position.*—Marking the western side of the drying reef extending westward from the Plateau du Héron.

Lat. $11^{\circ} 36' 49''$ N., long. $43^{\circ} 08' 36''$ E.

Description.—A black conical buoy numbered "3."

Charts affected.—No. 253, Jebel Jan to Shab Kulangarit, with plan, .. 8e, Red sea—sheet V. (1).

Publication.—Red Sea, &c., Pilot, 1909, page 427; Revised Supplement (3) 1917.

Authority.—French Government Chart. (H. 3734-20.)

JAPAN—INLAND SEA, BINGO NADA.

Mutsu Sima—Wreck southwestward of.

No. 342 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1714 of 1920), are republished :—

Position.—At a distance of $4\frac{1}{2}$ miles, 231° , from Mutsu sima (609 ft., summit.

Lat. $34^{\circ} 15\frac{1}{4}'$ N., long. $133^{\circ} 27\frac{3}{4}'$ E.

Description.—Sunken wreck of a vessel with mast showing about 10 feet above water.

Chart affected.—No. 2875. Naikai or Inland sea.

Authority.—Tokyo Notice No. 191 of 1920. (H. 7112-20.)

INDIA—WEST COAST.

Derelict Reported.

No. 343 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 160M. of 1920), are republished :—

Date sighted.—6th November 1920.

Details.—Telegraphic message, dated 6th November 1920, has been received from the Master of SS. "Alesia" reporting having passed a derelict of capsized Dhow in the following position.

Position.—Lat. $14^{\circ} 32'$ N.

Long. $73^{\circ} 11'$ E.

Caution.—This Derelict constitutes a danger to navigation, being in the track of shipping.

Charts temporarily affected.—No. 827, Vengurla to Cape Comorin.

.. 826, Karachi to Vengurla.

.. 1012, Arabian Sea.

.. 748-B, Indian Ocean, northern portion.

Authority.—Director of the Royal Indian Marine, Bombay, dated 7th November 1920.

INDIA—WEST COAST.

Malvan Outer Rock Buoy—Replaced in position.

No. 344 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 161M. of 1920), are republished :—

Former Notice—No. 95-M of 1920. (*This office No. 199 of 1920.*)

Position.—Lat. $16^{\circ} 14' N.$

Long. $73^{\circ} 26' E.$

Details.—The red conical buoy moored westward of Malvan Rock, which was removed for the south-west monsoon was replaced in position on the 10th November 1920.

Charts affected.—No. 902, Malvan to Vengurla.

„ 740, Achra River to Cape Ramas.

Authority.—The Commissioner of Customs, Salt and Excise—Bombay, dated 2nd November 1920.

PERSIAN GULF.

SHATT AL ARAB APPROACH.

Pilot vessel replaced on station.

No. 345 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 163M. of 1920), are republished :—

Former Notice—No. 156-M. of 1920. (*This office No. 330 of 1920.*)

Position.—Shatt-al Arab Light-vessel.

Lat. $29^{\circ} 44\frac{1}{2}' N.$

Long. $48^{\circ} 48\frac{1}{2}' E.$

Details.—Telegraphic message, dated 3rd November 1920, has been received from Basra, that the Steam Pilot-vessel, near the Shatt Al Arab Light-vessel, has been replaced on her station.

Remarks.—The other details are the same as described in the Supplement No. 5 relating to the Persian Gulf Pilot 1915.

Chart affected.—No. 1235, Mouth of the Euphrates.

Publication.—Persian Gulf Pilot, 1915, page 281.

Authority.—The Port Officer, Bombay, dated 3rd November 1920.

INDIA—WEST COAST.

Janjira Harbour—Correction to Admiralty Chart No. 400.

No. 346 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 165M. of 1920); are republished :—

Details.—The astronomical position of the Light-house in the title of chart No. 400 should read $72^{\circ} 56' 25'' E.$ instead of “W.”

Chart affected.—No. 400, Janjira Harbour.

Authority.—The Surveyor in charge Marine Survey of India.

INDIA—WEST COAST.

Jaigarh Outer light—Temporarily extinguished.

No. 347 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 166M. of 1920), are republished :—

Position.—On the Western point of Jaigarh head land.

Lat. $17^{\circ} 17' 50''$ N. }
Long. $73^{\circ} 10' 40''$ E. } on Chart No. 739.

Details.—Information has been received that the mechanism of the occulting white light, exhibited from the western point of the Jaigarh head land is out of order and the light ceased burning from 11th November 1920.

Charts temporarily affected.—No. 247, Jaigarh or Jyghur.

„ 739, Boria Pagoda to Malvan.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1919, page 203.

Admiralty List of Lights, Part VI, 1920, No. 410.

Indian List of Lights in Press.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 13th November 1920.

INDIA—WEST COAST.

Alibag—Derelict reported South-westward of.

No. 348 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 168M. of 1920), are republished :—

Date sighted.—16th November 1920.

Position.—At a distance of about 18 miles 244° from Alibag, Kolaba Fort Light.

Lat. $18^{\circ} 30'$ N.

Long. $72^{\circ} 35'$ E.

Details.—The Master of SS. “Chinkoa” reports a Derelict of Bugalow floating, bottom up, in the above position.

Caution.—This Derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 16th November 1920.

INDIA—WEST COAST.

Kundari Island—Derelict reported.

No. 349 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 169M. of 1920), are republished :—

Date sighted.—18th November 1920.

Position.—At a distance of about 17 miles 258° from Kundari Island.

Lat. $18^{\circ} 38\frac{1}{2}'$ N.

Long. $72^{\circ} 31'$ E.

Details.—The Master of SS. "City of Agra" reports having passed a Derelict Dhow, floating bottom up, in the above position.

Caution.—This Derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda

.. 2736, Gulf of Kutch to Viziadrug.

.. 826, Karachi to Vengurla.

.. 748b, Indian Ocean, northern portion.

Authority.—The Director of the Royal Indian Marine, Bombay dated 19th November 1920.

BAY OF BENGAL—CHITTAGONG COAST.

Caution.—A black conical buoy adrift.

No. 350 (second publication).—

Subject.—A black conical buoy is reported adrift in the following position, on the 7th December 1920.

Position.—Lat. $21^{\circ} 20' N.$, long. $91^{\circ} 23' E.$

Caution.—Mariners are hereby warned.

Charts affected.—No. 859, Matla river to Elephant point.

.. 829, Cocanada to Bassein river.

.. 70, Bay of Bengal.

Authority.—Master of the SS. "Algic" telegram dated 7th December 1920.

INDIAN PORTS.

Time and weather messages.

No. 351-I (second publication).—

1. The time and weather messages, which are broadcasted twice daily from the Radio Stations on the Indian coast, are transmitted at present at times which do not fit in with the periods of watch kept by ships with only one operator. It has therefore been decided to alter the times of transmission of the weather messages to the following from the 1st November 1920:—

From.	Indian standard time.	Wave length Metres.
Bombay ...	18 hours 30 minutes and 6 hours 30 minutes	2,000
Madras ...	" " "	2,000
Rangoon ...	" " "	1,200
Karachi ...	19 hours and 7 hours.	2,000
Calcutta ...	" " "	2,000
Port Blair ...	" " "	1,200

Indian Standard time is $5\frac{1}{2}$ hours ahead of Greenwich mean time.

2. The time signals from Calcutta will be transmitted immediately before the weather reports. A similar arrangement will hold for the time signals which will be started at Bombay at an early date.

3. The sending station will signal the "All Station" call five times before sending the messages in order to give ship stations an opportunity of obtaining the correct adjustment of their instruments.

Authority.—Government of India, Revenue and Agriculture Department No. 1688-113 dated the 21st October 1920.

The 30th November 1920.

INDIA—WEST COAST.

DELTA OF THE INDUS.

Beacon at the Tursian Mouth re-erected.

No. 338 (third publication).—The following particulars, etc., relative to the above, issued by the Commissioner in Sind, Karachi, in Notice to Mariners (No. Gel. 1610 of 1920) are republished :—

Former Notice.—Calcutta Notice No. 283 of 1920.

Subject.—The beacon is reported to have been re-erected.

Position.—Latitude $24^{\circ} 5' 20''$ N.

Longitude $67^{\circ} 23' 27''$ E.

Elevation.—54 feet.

Structure.—Single spar with three planks in form of a triangle.

Charts affected.—No. 118, Kediwari mouth to Nirani Creek.

„ 39, Coasts of Sind and Cutch.

„ 41, Cape Monze to Kediwari mouth.

Publication.—West coast of India Pilot, 1919, page 33C.

Authority.—Chief Collector of Customs in Sind.

INDIA, WEST COAST—BOMBAY HARBOUR.

Prongs reef light-buoy—Light extinguished.

No. 339 (third publication).—

Subject.—The light of Prongs reef buoy has been extinguished until further notice.

Position.—Lat. $18^{\circ} 52'$ N., long. $72^{\circ} 49\frac{1}{4}'$ E.

Charts affected.—No. 2621, Bombay harbour.

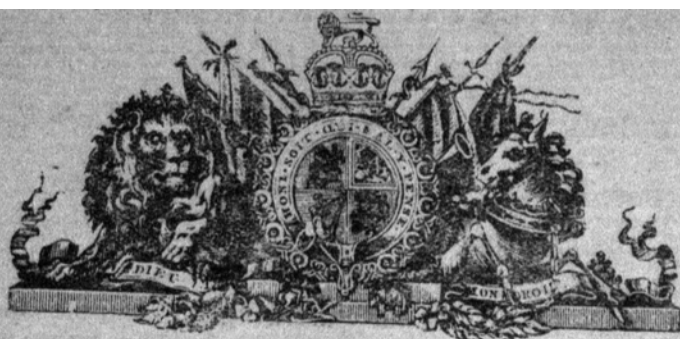
„ 737, Arnala island to Kundari island.

Publication.—West Coast of India Pilot, 1919, page 223.

Authority.—Director of the Royal Indian Marine, Bombay, telegram, dated 29th November 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, DECEMBER 29, 1920.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Dy. Port Officer of Calcutta.

C. B. BAYLEY,
Dy. Secy. to the Govt. of Bengal.

CALCUTTA, the 20th December 1920.

BAY OF BENGAL—BURMA COAST.

BASSEIN RIVER APPROACHES.

Diamond Island—Establishment of a Wreck Buoy off.

No. 358 (first publication).—

Former Notice—No 337 of 1920.

Subject.—A green conical buoy has been moored in a position S. 60° W., distant one cable from the wreck of the small native craft lying in 6 fathoms approximately south-east, distant 5 miles from Diamond island as referred to in the above Notice.

Position (approx).—Lat. 15° 48½' N., long 94° 20½' E.

Charts affected.—No. 830, Bassein river to Pulo Penang, etc.

„ 823, Koronge island to White Point.

„ 834, Bassein river and approaches.

Publication.—Bay of Bengal Pilot, 1910, page 446.

Authority.—Port Officer, Bassein, Burma, Notice, dated 10th December 1920.

BAY OF BENGAL—BURMA COAST.

Bassein river entrance—Baroni rock buoy.

No. 359 (first publication).—

*Former Notice—*No. 254 of 1920.

Subject.—The lighted gas buoy marking the Baroni rock has been replaced by an unlighted spherical buoy painted black with a white horizontal band.

Chart affected.—No. 834, Bassein river and approaches.

Publication.—Bay of Bengal Pilot, 1910, page 447; Revised Supplement (3), 1918.

Authority.—Port Officer, Bassein, Burma, Notice, dated 10th December 1920.

NEW ZEALAND, NORTH ISLAND—HAURAKI GULF.

Tiri-Tiri Matangi—Fog-Signal established.

No. 360 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1804 of 1920), are republished :—

Position.—At a distance of about one cable eastward from the lighthouse.

Lat. $36^{\circ} 6' 19''$ S., long. $174^{\circ} 54' 06''$ E.

Description.—An explosive fog-signal giving *one report every ten minutes.*

Charts affected.—No. 1998, Omaha bay to Tiri-Tiri Matangi.

„ 3565, Bream head to Tepaki point.

„ 2543, Maunganui bluff to Manukau harbour, and Tutukaka harbour to Mayor island.

„ 1212, New Zealand.

Publications.—List of Lights, Part VI, 1920, No. 2873.
New Zealand Pilot, 1919, page 183.

Authority.—Wellington Notice No. 50 of 1920. (*H. 7769-20.*)

RED SEA—GULF OF SUEZ.

Ras Gimsah Approach—Buoy established.

No. 361 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1806 of 1920), are republished :—

Position.—Off the southern end of Shab Gimsah.

Lat. $27^{\circ} 37' 34''$ N., long. $33^{\circ} 37' 13''$ E.

Description.—Particulars are not stated. A conical buoy is to be inserted on the charts

Charts affected.—No. 3752, Gimsah and Kabreit anchorages and approaches.

„ 2838, Strait of Jubal.

Publication.—Red Sea, &c., Pilot, 1909, page 117; Revised Supplement (3), 1917.

Authority.—Anglo-Saxon Petroleum Company. (*H. 4335-19.*)

The 14th December 1920.

PHILIPPINE ISLANDS—LUZON.

Burias Pass—Non-existence of reported Rock.

No. 352 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1734 of 1920), are republished :—

Former Notice.—No. 1022 of 1920. (*This Office No. 225 of 1920.*)

Position on chart.—At a distance of about 5 miles northward of Boca Engaño.

Lat. $12^{\circ} 52' 30''$ N., long. $123^{\circ} 18' 00''$ E.

Description.—A rock marked "P. D." on the charts.

Remarks.—A careful search has failed to reveal any trace of this reported rock, and it is to be expunged from the charts accordingly.

Charts affected.—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 478.

Authority.—Director of Coast Surveys, Manila. (*H. 7417-20.*)

CHINA, EAST COAST—KYAU CHAU BAY.

Tai Kung Tau Reef—Beacon erected.

No. 353 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1735 of 1920), are republished :—

Position.—At a distance of $11\frac{1}{2}$ cables, 266° , from Tai kung tau light-house.

Lat. $35^{\circ} 57\frac{1}{2}'$ N., long. $120^{\circ} 27\frac{1}{4}'$ E.

Description.—A square iron framework beacon, painted in red and black horizontal bands, with white cylindrical top-mark, 14 feet in height.

Charts affected.—No. 857, Kyau chau bay.

„ 1255, Kyau chau bay to Lai chau bay.

„ 3480, Shantung promontory to Nagasaki.

Publication.—China Sea Pilot, Vol. V, 1912, page 412.

Authority.—Tokyo Notice No. 178 of 1920. (*H. 7103-20.*)

CHINA SEA—TONG KING GULF, HAINAN STRAIT.

Hainan Head—Wrecks northward and south-eastward of.

No. 354 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1747 of 1920), are republished :—

(1) *Position (approximate).*—At a distance of one cable, 10° , from the charted position of the beacon situated on the end of the reef extending northward from Hainan point.

Lat. $20^{\circ} 10\frac{1}{4}'$ N., long. $110^{\circ} 41\frac{1}{4}'$ E

Description.—Stranded steamer, with funnel and masts standing and the middle part of the hull showing above water.

(2) *Position (approximate).*—On the outer edge of the reef extending from the shore midway between Hainan head and Mofu point.

Lat. $20^{\circ} 03' 15''$ N., long. $110^{\circ} 47' 00''$ E.

Description.—Stranded steamer, with funnel and one mast standing and hull showing above water.

Chart affected.—No. 876, Hainan strait, with plan.

Publication.—China Sea Pilot, Vol. III, 1912, pages 343, 344; Supplement No. 5, 1920.

Authority.—Mr. G. Byers, SS. *Hunan*. (H. 7506-20).

CHINA SEA—GULF OF SIAM, MALAY PENINSULA.

Singora Light—Irregular.

No. 355 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1748 of 1920), are republished:—

Former Notices.—Nos. 835 and 1341 of 1920. (*This office Nos. 186 and 292 of 1920.*)

Position.—On the summit of Pagoda hill.

Lat. $7^{\circ} 12\frac{1}{2}'$ N., long. $100^{\circ} 35\frac{1}{2}'$ E.

Note.—The note "*Irregular (1920)*" is to be placed against this light on the charts.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan.

„ 2414, Gulf of Siam.

Publications.—List of Lights, Part VI, 1920, No. 1352.

China Sea Pilot, Vol. III, 1912, page 123; Supplement No. 5, 1920.

Authority.—Hydrographic Department. (H. 7170-20.)

CHINA: SOUTH-EAST COAST.

Hongkong Harbour—Correction to charts with regard to Alteration in Time-signals.

No. 356 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1749 of 1920), are republished:—

Former Notice.—No. 1045 of 1920. (*This office No. 231 of 1920.*)

Position.—Time-ball tower, Blackhead hill, lat. $22^{\circ} 17\frac{1}{2}'$ N., long. $114^{\circ} 10\frac{1}{2}'$ E.

Correction.—The note regarding time-ball is to be amended to read as given below, on charts Nos. 3279 and 3280, which were omitted from the list of charts affected in the former Notice:—

TIME-SIGNALS.

A time-ball is dropped at 22h. 00m. 00s. Standard Time of 120th Meridian, corresponding to 14h. 00m. 00s. Greenwich Mean Time. It is also dropped at 4h. 00m. 00s. Standard Time, corresponding to 20h. 00m. 00s. Greenwich Mean Time, except on Saturdays, Sundays and Holidays. On Saturday it is dropped at 1h. 00m. 00s. Standard Time, corresponding to 17h. 00m. 00s. Greenwich Mean Time, instead of at 4h. 00m. 00s. Standard Time. At night three white vertical lights are simultaneously extinguished at various intervals between 8h. 56m. 00s. to 9h. 00m. 00s. Standard Time, corresponding to from 00h. 56m. 00s. to 1h. 00m. 00s. Greenwich Mean Time.

Charts affected.—No. 3279, Hongkong waters—East.
 „ 3280, Hongkong waters—West.
Authority.—Hydrographic Department. (H. 7464-20.)

JAPAN—HONSHU, SOUTH COAST.

Joga Sima Light—Amended Colour.

No. 357 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1758 of 1920), are republished :—

Position.—Lat. $35^{\circ} 08\frac{1}{2}'$ N., long. $139^{\circ} 36\frac{1}{2}'$ E.

New abridged description.—Lt. Fl., Green ev. 20 sec., about 86 ft., vis. 15 m.

Details.—The correct colour of this *flashing* light is green.

Charts affected.—No. 2657, Gulf of Tokyo or Yedo.
 „ 3334, Tokyo to Sendai bay.
 „ 953, Omai saki to Tsurugi saki.
 „ 996, Kii suido to Tokyo.
 „ 2347, Honshu, Kiusiu and Shikoku, etc.

Publications.—List of Lights, Part VI, 1920. No. 2050.
 Japan Pilot, 1914, page 190; Supplement No. 4, 1920.

Authority.—Japanese Government Light List. (H. 7504-20.)

The 8th December 1920.

JAPAN—HOKUSHŪ, SOUTH COAST.

Chikiu Misaki Lighthouse—Fog-Signal to be inserted on Charts Nos. 3507 and 452.

No. 340 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1673 of 1920), are republished :—

Former Notice.—No. 1440 of 1920. (*This Office No. 303 of 1920.*)

Position.—Chikiu misaki lighthouse, lat. $42^{\circ} 18'$ N., long. $140^{\circ} 59\frac{1}{2}'$ E.

Correction.—The fog-siren, the establishment of which was announced in the former Notice quoted above, is to be inserted on charts Nos. 3507 and 452, which were omitted from the list of charts affected.

Charts affected.—No. 3507, Mororan ko.
 „ 452, Hokushū island and La Pérouse strait.

Authority.—Hydrographic Department. (H. 7063-20.)

GULF OF ADEN—GULF OF TAJURA.

Jibuti Bay—Existence of a Bank; Buoys re-established.

No. 341 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1680 of 1920), are republished :—

(1) Existence of a bank :

Position.—At a distance of about 2 miles westward from Penguin bank.

Lat. $11^{\circ} 37' 45''$ N., long. $43^{\circ} 05' 06''$ E.

Depth.—3½ fathoms.

Remarks.—This bank, which is about half a mile in extent, is known as "El Haj bank."

(2) Buoys re-established :

(a) *Position.*—Marking the south-eastern end of Météore reef.
Lat. $11^{\circ} 38' 22''$ N., long. $43^{\circ} 07' 20''$ E.

Description.—A red conical buoy.

(b) *Position.*—Marking the eastern end of Penguin bank.
Lat. $11^{\circ} 37' 46''$ N., long. $43^{\circ} 07' 43''$ E.

Description.—A red conical buoy.

(c) *Position.*—Marking the eastern side of Étoile bank.
Lat. $11^{\circ} 36' 53''$ N., long. $43^{\circ} 06' 04''$ E.

Description.—A red conical buoy.

(d) *Position.*—Marking the western side of the drying reef extending westward from the Plateau du Héron.

Lat. $11^{\circ} 36' 49''$ N., long. $43^{\circ} 08' 36''$ E.

Description.—A black conical buoy numbered "3."

Charts affected.—No. 253, Jebel Jan to Shab Kulangarit, with plan
" 8e, Red sea—sheet V. (1).

Publication.—Red Sea, &c., Pilot, 1909, page 427; Revised Supplement (3) 1917.

Authority.—French Government Chart (H. 3734-20.)

JAPAN—INLAND SEA, BINGO NADA.

Mutsu Sima—Wreck southwestward of.

No. 342 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1714 of 1920), are republished :—

Position.—At a distance of $4\frac{1}{2}$ miles, 231° , from Mutsu sima (609 ft.) summit.

Lat. $34^{\circ} 15\frac{1}{4}'$ N., long. $133^{\circ} 27\frac{3}{4}'$ E.

Description.—Sunken wreck of a vessel with mast showing about 10 feet above water.

Chart affected.—No. 2875, Naikai or Inland sea.

Authority.—Tokyo Notice No. 191 of 1920. (H. 7112-20.)

INDIA—WEST COAST.

Derelict Reported.

No. 343 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 160M. of 1920), are republished :—

Date sighted.—6th November 1920.

Details.—Telegraphic message, dated 6th November 1920, has been received from the Master of SS. "Alesia" reporting having passed a derelict of capsized Dhow in the following position.

Position.—Lat. 14° 32' N.
Long. 73° 11' E.

Caution.—This Derelict constitutes a danger to navigation, being in the track of shipping.

Charts temporarily affected.—No. 827, Vengurla to Cape Comorin.
„ 826, Karáchi to Vengurla.
„ 1012, Arabian Sea.
„ 748-B, Indian Ocean, northern portion.

Authority.—Director of the Royal Indian Marine, Bombay, dated 7th November 1920.

INDIA—WEST COAST.

Malvan Outer Rock Buoy—Replaced in position.

No. 344 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 161M. of 1920), are republished :—

Former Notice—No. 95-M of 1920. (*This office No. 199 of 1920.*)

Position.—Lat. 16° 13' N.
Long. 73° 26' E.

Details.—The red conical buoy moored westward of Malvan Rock, which was removed for the south-west monsoon was replaced in position on the 10th November 1920.

Charts affected.—No. 902, Malvan to Vengurla.
„ 740, Achra River to Cape Ramas.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 2nd November 1920.

PERSIAN GULF.

SHATT AL ARAB APPROACH.

Pilot vessel replaced on station.

No. 345 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 163M. of 1920), are republished :—

Former Notice—No. 156-M. of 1920. (*This office No. 330 of 1920.*)

Position.—Shatt-al Arab Light-vessel.

Lat. 29° 44½' N.
Long. 48° 48½' E.

Details.—Telegraphic message, dated 3rd November 1920, has been received from Basra, that the Steam Pilot-vessel, near the Shatt Al Arab Light-vessel, has been replaced on her station.

Remarks.—The other details are the same as described in the Supplement No. 5 relating to the Persian Gulf Pilot 1915.

Chart affected.—No. 1235, Mouth of the Euphrates.

Publication.—Persian Gulf Pilot, 1915, page 281.

Authority.—The Port Officer, Bombay, dated 3rd November 1920.

INDIA—WEST COAST.

Janjira Harbour—Correction to Admiralty Chart No. 400.

No. 346 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 165M. of 1920), are republished :—

Details.—The astronomical position of the Light-house in the title of chart No. 400 should read $72^{\circ} 56' 25''$ E. instead of "W."

Chart affected.—No. 400, Janjira Harbour.

Authority.—The Surveyor in charge Marine Survey of India.

INDIA—WEST COAST

Jaigarh Outer light—Temporarily extinguished.

No. 347 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 166M. of 1920), are republished :—

Position.—On the Western point of Jaigarh head land.

Lat. $17^{\circ} 17' 50''$ N. }
Long. $73^{\circ} 10' 40''$ E. } on Chart No. 739.

Details.—Information has been received that the mechanism of the occulting white light, exhibited from the western point of the Jaigarh head land is out of order and the light ceased burning from 11th November 1920.

Charts temporarily affected.—No. 247, Jaigarh or Jyghur.

„ 739, Boria Pagoda to Malvan.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1919, page 203.

Admiralty List of Lights, Part VI, 1920, No. 410.

Indian List of Lights in Press.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 13th November 1920.

INDIA—WEST COAST.

Alibag—Derelict reported South-westward of.

No. 348 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 168M. of 1920), are republished :—

Date sighted.—16th November 1920.

Position.—At a distance of about 18 miles 244° from Alibag, Kolaba Fort Light.

Lat. $18^{\circ} 30'$ N.

Long. $72^{\circ} 35'$ E.

Details.—The Master of SS. "Chinkoa" reports a Derelict of Bugalow floating, bottom up, in the above position.

Caution.—This Derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Viziadrug

„ 826, Karachi to Vengurla.

„ 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 16th November 1920.

INDIA—WEST COAST.

Kundari Island—Derelict reported.

No. 349 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 169M. of 1920), are republished:—

Date sighted.—18th November 1920.

Position.—At a distance of about 17 miles 258° from Kundari Island.

Lat. $18^{\circ} 38\frac{1}{2}'$ N.

Long. $72^{\circ} 31'$ E

Details.—The Master of SS. "City of Agra" reports having passed a Derelict Dhow, floating bottom up, in the above position.

Caution.—This Derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 748b, Indian Ocean, northern portion.

Authority.—The Director of the Royal Indian Marine, Bombay dated 19th November 1920.

BAY OF BENGAL—CHITTAGONG COAST.

Caution.—A black conical buoy adrift.

No. 350 (third publication).—

Subject.—A black conical buoy is reported adrift in the following position, on the 7th December 1920.

Position.—Lat. $21^{\circ} 20'$ N., long. $91^{\circ} 23'$ E.

Caution.—Mariners are hereby warned.

Charts affected.—No. 859, Matla river to Elephant point.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

Authority.—Master of the SS. "Algic" telegram dated 7th December 1920.

INDIAN PORTS.

Time and weather messages.

No 351-I (third publication).—

1. The time and weather messages, which are broadcasted twice daily from the Radio Stations on the Indian coast, are transmitted at present at

times which do not fit in with the periods of watch kept by ships with only one operator. It has therefore been decided to alter the times of transmission of the weather messages to the following from the 1st November 1920 :—

From.	Indian standard time.	Wave length Metres.
Bombay ...	18 hours 30 minutes and 6 hours 30 minutes.	2,000
Madras ...	" " " "	2,000
Rangoon ..	" " " "	1,200
Karachi ...	19 hours and 7 hours.	2,000
Calcutta ...	" " " "	2,000
Port Blair ...	" " " "	1,200

Indian Standard time is $5\frac{1}{2}$ hours ahead of Greenwich mean time.

2. The time signals from Calcutta will be transmitted immediately before the weather reports. A similar arrangement will hold for the time signals which will be started at Bombay at an early date.

3. The sending station will signal the "All Station" call five times before sending the messages in order to give ship stations an opportunity of obtaining the correct adjustment of their instruments.

Authority.—Government of India, Revenue and Agriculture Department No. 1688-113 dated the 21st October 1920.

W. K. THYNE, COMDR., R.I.M..

Deputy Port Officer of Calcutta.



The Calcutta Gazette

EXTRAORDINARY.

WEDNESDAY, AUGUST 11, 1920.

GOVERNMENT OF BENGAL.

APPOINTMENT DEPARTMENT.

Reforms.

The following notifications issued by the Government of India in the Reforms Office, published in the *Gazette of India Extraordinary*, dated the 29th July 1920, are republished for general information.

H. L. STEPHENSON,
Chief Secy. to the Govt. of Bengal.

Rules for the election and nomination of members to the Council of State, for the qualification of electors and members, the constitution of Constituencies and the final decision of doubts and disputes as to the validity of elections.

NOTIFICATION.

No. 767F.

Simla, the 27th July 1920.

Whereas by section 47 of the Government of India Act, 1919, it is provided that the said Act shall come into operation on such date or dates as the Governor-General in Council with the approval of the Secretary of State in Council may appoint;

And whereas the said Act confers powers for the making of rules thereunder for the nomination and election of members of the Council of State; and for matters incidental and consequential thereto;

And whereas it is necessary for the purpose of bringing into operation the provisions of the said Act in respect of such Council on such date as may hereafter be appointed, to make such rules prior to the date on which these provisions will be brought into operation;

And whereas a draft of such rules was laid before both Houses of Parliament and was duly approved by them with certain modifications and additions;

Now, therefore, in exercise of the powers conferred by section 37 of the Interpretation Act, 1889, read with the rule-making powers under the said Act, the Governor General in Council, with the sanction of the

Secretary of State in Council is pleased to make the said rules in the form so approved, the same being as follows:—

1. (1) These rules may be called the Council of State Electoral Rules.
Short title and commencement.

(2) They shall come into force at once.

2. In these rules, unless there is anything repugnant in the subject or context,—
Definitions.

(a) "the Act" means the Government of India Act;

(b) "Commissioners" means the Commissioners appointed for the purpose of holding an election inquiry under these rules;

(c) "corrupt practice" means any act deemed to be a corrupt practice under the provisions of Schedule IV;

(d) "election agent" means the person appointed under these rules by a candidate as his agent for an election;

(e) "Gazette" means the *Gazette of India*; and

(f) "Schedule" means a Schedule to these rules.

PART I.

COMPOSITION OF COUNCIL OF STATE AND CONSTITUENCIES.

Composition of Council of State.

3. The Council of State shall consist of—

(1) thirty-three elected members, and

(2) twenty-seven members nominated by the Governor-General, of whom not more than twenty may be officials, and one shall be a person nominated as the result of an election held in Berar.

4. The elected members shall be elected by the constituencies specified in Schedule I, subject to the provisions of that Schedule in regard to constituencies entitled to elect in rotation, and the number of members to be elected by each constituency shall be as stated therein against that constituency.
Constituencies.

PART II.

QUALIFICATIONS OF ELECTED MEMBERS.

5. (1) A person shall not be eligible for election as a member of the Council of State if such person—
General disqualifications for being elected.

(a) is not a British subject; or

(b) is a female; or

(c) is already a member of any legislative body constituted under the Act; or

(d) having been a legal practitioner has been dismissed or is under suspension from practising as such by order of any competent court; or

(e) has been adjudged by a competent court to be of unsound mind; or

(f) is under 25 years of age; or

(g) is an undischarged insolvent; or

(h) being a discharged insolvent has not obtained from the court a certificate that his insolvency was caused by misfortune without any misconduct on his part:

Provided that, if the Ruler of a State in India or any subject of such a State is not ineligible for election to the Legislative Council of a province, such Ruler or subject shall not by reason of not being a British subject be ineligible for election to the Council of State by any constituency in that province:

Provided further that the disqualification mentioned in clause (d) may be removed by an order of the Governor-General in Council in this behalf.

(2) A person against whom a conviction by a criminal court involving a sentence of transportation or imprisonment for a period of more than six months is subsisting shall, unless the offence of which he was convicted has been pardoned, not be eligible for election for five years from the date of the expiration of the sentence.

(3) If any person is convicted of an offence under Chapter IX-A of the Indian Penal Code punishable with imprisonment for a term exceeding six months or is, after an enquiry by Commissioners appointed under any rules for the time being in force regarding elections to a legislative body constituted under the Act, reported as guilty of a corrupt practice as specified in Part I, or in paragraph 1, 2 or 3 of Part II, of Schedule IV, such person shall not be eligible for election for five years from the date of such conviction or of the finding of the Commissioners, as the case may be, and a person reported by any such Commissioners to be guilty of any other corrupt practice shall be similarly disqualified for three years from such date.

(4) If any person has been a candidate or an election agent at an election to any legislative body constituted under the Act and has failed to lodge any prescribed return of election expenses or has lodged a return which is found either by Commissioners holding an inquiry into the election or by a Magistrate in a judicial proceeding to be false in any material particular, such person shall not be eligible for election for five years from the date of such election:

Provided that any disqualification mentioned in sub-rule (3) or sub-rule (4) of this rule may be removed by an order of the Governor-General in Council in that behalf.

Special qualifications for election in case of certain constituencies.

6. (1) No person shall be eligible for election as a Member of the Council of State to represent—

(a) a general constituency situated in the United Provinces or in the province of Assam, unless his name is entered on the electoral roll of a general constituency situated within the same province;

(b) a general constituency situated in the province of Madras, Bombay, Bengal, the Punjab or Bihar and Orissa unless his name is entered on the electoral roll of the constituency or of another constituency situated in the same province and of the same communal description as that by which he desires to be elected;

(c) a general constituency situated in the Central Provinces or in the province of Burma unless his name is entered on the electoral roll of the constituency.

(2) No person shall be eligible for election as a member of the Council of State to represent a special constituency unless his name is entered on the electoral roll of the constituency.

(3) For the purposes of these rules—

(1) "special constituency" means a European Commerce constituency;

(2) "general constituency" means any constituency specified in Schedule I other than a European Commerce constituency.

PART III.

THE ELECTORAL ROLL.

7. (1) Every person shall be entitled to have his name registered on the electoral roll of a constituency who has the qualifications prescribed for an elector of that constituency and who is not subject to any of the disqualifications herein-after set out, namely:—

* General conditions of registration and disqualifications.

(a) is not a British subject; or

(b) is a female; or

(c) has been adjudged by a competent court to be of unsound mind; or

(d) is under 21 years of age:

Provided that, if the Ruler of a State in India or any subject of such a State is not disqualified for registration on the electoral roll of a constituency of the Legislative Council of a province, such Ruler or subject shall not by reason of not being a British subject be disqualified for registration on the electoral roll of any constituency of the Council of State in that province:

Provided further that, if a resolution is passed by the Council of State after not less than one month's notice has been given of an intention to move such a resolution, recommending that the sex disqualification for registration should be removed either in respect of women generally or any class of women, the Governor-General in Council shall make regulations providing that women or a class of women, as the case may be, shall not be disqualified for registration by reason only of their sex, if they are not so disqualified for registration as electors for the Legislative Council of their province:

Provided further that no person shall be entitled to have his name registered on the electoral roll of more than one general constituency.

(2) If any person is convicted of an offence under Chapter IX-A of the Indian Penal Code punishable with imprisonment for a term exceeding six months or is, after an inquiry by Commissioners appointed under any rules for the time being in force regarding elections to a legislative body constituted under the Act, reported as guilty of a corrupt practice as specified in Part I, or in paragraph 1, 2 or 3 of Part II, of Schedule IV, his name, if on the electoral roll, shall be removed therefrom and shall not be registered thereon for a period of five years from the date of the conviction or the report, as the case may be, or, if not on the electoral roll, shall not be so registered for a like period; and if any person is reported by any such Commissioners as guilty of any other corrupt practice, his name, if on the electoral roll, shall be removed therefrom and shall not be registered thereon for a period of three years from the date of the report or, if not on the electoral roll, shall not be so registered for a like period:

Provided that the Governor-General in Council may direct that the name of any person to whom this sub-rule applies shall be registered on the electoral roll.

Qualifications of electors.
based on—

8. (1) The qualifications of an elector for a general constituency shall be such qualifications

- (i) residence, or residence and community, and
- (ii) (a) the holding of land, or
 - (b) assessment to or payment of income-tax, or
 - (c) past or present membership of a legislative body, or
 - (d) past or present tenure of office on a local authority, or
 - (e) past or present university distinction, or
 - (f) the tenure of office in a co-operative banking society, or
 - (g) the holding of a title conferred for literary merit,

as are specified in Schedule II in the case of that constituency.

(2) The qualifications of an elector for a special constituency shall be the qualifications specified in Schedule II in the case of that constituency.

9. (i) An electoral roll shall be prepared for every constituency, on which shall be entered the names of all persons appearing to be entitled to be registered as electors for that constituency. It shall be published in the constituency together with a notice specifying the mode in which and the time within which any person whose name is not entered in the roll and who claims to have it inserted therein, or any person whose name is on the roll and who objects to the inclusion of his own name or of the name of any other person on the roll, may prefer a claim or objection to the Revising Authority.

Electoral roll.

(2) The regulations for the time being in force in any province for the purpose of elections to the Legislative Council of that province in regard to the following matters, namely,—

- (1) the authority by whom the electoral roll shall be prepared and the particulars to be contained in the roll,
- (2) the time at which the roll shall be prepared,

- (3) the publication of the roll in the constituency to which it relates,
- (4) the mode in which and the time within which claims and objections may be preferred,
- (5) the constitution and appointment of Revising Authorities to dispose of claims and objections,
- (6) the manner in which notices of claims or objections shall be published,
- (7) the place, date, and time at which and the manner in which claims or objections shall be heard,

shall apply for the purpose of the holding of elections within that province to the Council of State:

Provided that the Governor-General in Council may, by notification in the Gazette, direct that such modifications and adaptations as he may specify shall be made in the application of those regulations.

(3) The orders made by the Revising Authority shall be final, and the electoral roll shall be amended in accordance therewith and shall, as so amended, be republished in the case of each province in such manner as may be prescribed by the regulations aforesaid for the republication of electoral rolls of constituencies of the Legislative Council.

(4) The electoral roll shall come into force from the date of such republication, and shall continue in force for a period of three years or for such less period as the Governor-General in Council may by regulation prescribe, and after the expiration of such period a fresh roll shall be prepared in accordance with these rules.

(5) If a constituency is called upon to elect a member or members after an electoral roll has ceased to have force and before the completion of the new electoral roll, the old electoral roll shall for the purposes of that election continue to operate as the electoral roll for the constituency.

10. Every person registered on the electoral roll for the time being in force for any constituency shall, while so registered, be entitled to vote at an election of a member or members for that constituency: provided that no person shall vote in more than one general constituency.

Right to vote.

PART IV.

ELECTIONS.

11. (1) Any person may be nominated as a candidate for election in any constituency for which he is eligible for election under these rules.

Nomination of candidates.

(2) On or before the date on which a candidate is nominated, the candidate shall make in writing and sign a declaration appointing either himself or some other person who is not disqualified under these rules for the appointment, to be his election agent, and no candidate shall be deemed to be duly nominated unless such declaration has been made.

(3) A candidate who has withdrawn his candidature shall not be allowed to cancel the withdrawal or to be renominated as a candidate for the same election.

12. (1) If the number of candidates who are duly nominated and who have not withdrawn their candidature before such time as the Governor-General in Council may fix in this behalf exceeds that of the vacancies, a poll shall be taken.

Procedure at election.

(2) If the number of such candidates is equal to the number of vacancies, all such candidates shall be declared to be duly elected.

(3) If the number of such candidates is less than the number of vacancies, all such candidates shall be declared to be elected, and the Governor-General shall, by a notification in the Gazette, call for fresh nominations for the remaining vacancy or vacancies, and if any such are received shall call upon the constituency to elect a member or members as the case may be.

(4) Votes shall be given by ballot and no votes shall be received by proxy.

(5) In plural-member constituencies every elector shall have as many votes as there are members to be elected, but no elector shall give more than one vote to any one candidate except in the case of the Bombay (non-Muhammadan) constituency, in which constituency an elector may

accumulate all his votes on any one candidate or may distribute them among the candidates as he pleases :

Provided that in the Madras (non-Muhammadan) constituency the election shall be made according to the principle of proportional representation by means of the single transferable vote, and votes shall be given in accordance with regulations made in that behalf by the Governor General in Council.

(6) Votes shall be counted by or under the supervision of the Returning Officer, and any candidate, or, in the absence of the candidate, a representative duly authorised by him in writing, shall have a right to be present at the time of counting.

(7) When the counting of the votes has been completed, the Returning Officer shall forthwith declare the candidate or candidates, as the case may be, to whom the largest number of votes has been given to be elected :

Provided that in the Madras (non-Muhammadan) constituency the Returning Officer shall determine the candidates to whom the largest number of votes has been given in accordance with the regulations made in that behalf.

(8) Where an equality of votes is found to exist between any candidates and the addition of one vote will entitle any of the candidates to be declared elected, the determination of the person or persons to whom such one additional vote shall be deemed to have been given shall be made by lot to be drawn in the presence of the Returning Officer and in such manner as he may determine.

(9) The Returning Officer shall without delay report the result of the election to the Secretary to the Government of India in the Legislative Department, and the name or names of the candidate or candidates elected shall be published in the Gazette.

13. The regulations for the time being in force in any province for the purpose of elections to the Legislative Council of that province in regard to the following matters, namely,—

Regulations regarding the conduct of elections.

- (1) for the form and manner in, and the conditions on, which nominations may be made, and for the scrutiny of nominations,
- (2) for the appointment of a Returning Officer for each constituency and for his powers and duties,
- (3) for the division of general constituencies into polling areas and for the appointment of polling stations for these areas,
- (4) for the appointment of officers to preside at polling stations, and for the duties of such officers,
- (5) for the checking of voters by reference to the electoral roll,
- (6) for the manner in which votes are to be given, both generally and in the case of illiterate voters or voters under physical or other disability,
- (7) for the procedure to be followed in respect of tender of votes by persons representing themselves to be electors after other persons have voted as such electors,
- (8) for the scrutiny of votes,
- (9) for the safe custody of ballot papers and other election papers, for the period for which such papers shall be preserved, and for the inspection and production of such papers, and
- (10) for the conduct of elections generally,

shall apply for the purpose of the holding of elections within that province to the Council of State :

Provided that the Governor-General in Council may, by notification in the Gazette, direct that such modifications and adaptations as he may specify shall be made in the application of those regulations.

In particular the Governor General in Council may, notwithstanding anything in these rules, if a resolution in favour of the introduction of proportional representation is passed by the Council after not less than one month's notice has been given of an intention to move such a resolution, for any plural-member constituencies introduce the method of election by